1868

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THE NAVAL CHRONICLE.

VOL. V.

Westall R.A. del.

Cooke sculp.

FROM JANUARY TO JULY.

MDCCCI.

—— tumida æquora placat,
Collectasque fugat nubes, solemque reducit!
Æneid Lib. 1. 146.

LONDON.
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TO

THE RIGHT HONOURABLE

GEORGE JOHN EARL SPENCER,
VISCOUNT ALTHORPE,

MEMBER OF HIS MAJESTY'S MOST HONOURABLE
PRIVY COUNCIL

KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER

AN ELDER BROTHER OF THE TRINITY HOUSE

&c. &c. &c.

This Work,

COMMENCED UNDER HIS AUSPICES,

CONTINUES, BY HIS PERMISSION,

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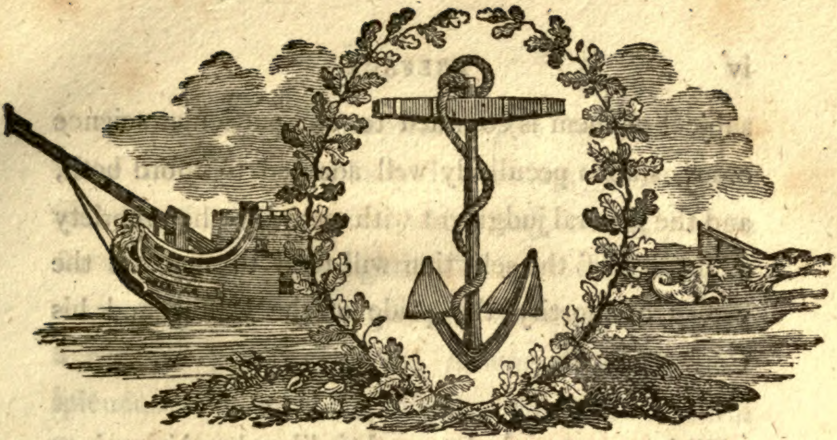


PREFACE

TO THE FIFTH VOLUME.

THE truth of that very trite remark which we have before quoted, "the Preface, though actually preceding the book itself, is almost without exception the part last written," is from necessity far more conspicuous in every periodical publication than it is in one of any other description. It serves as a brief concise index to the whole, and certainly saves the impatient reader, who is content with slightly skimming the surface of Literature, no inconsiderable portion of trouble.

All Authors must be supposed to have one of two objects in view whenever they are hardy enough to submit their labours to the fiery ordeal of public criticism: the self-satisfaction of affording either information or amusement; a miscellaneous collection of papers, notwithstanding the subject of them is confined to one particular science or art, stands peculiarly well adapted to afford both, and the general judgment with regard to the propriety or futility of the selection will tend to increase the vanity or mortify the pride of the Editor and his Correspondents.

With respect to the latter, their liberal and ingenious contributions speak fully for themselves. The former bends with submission, and with no inconsiderable degree of anxiety, before that tribunal whose praise forms the pinnacle of literary gratification. Against the choice or selection of the noble and illustrious persons whose memoirs will be found in this volume, it is presumed with confidence, that no objection whatever will even be whispered, and it is with scarcely less presumption, that the truth, as to the profession of studied impartiality and want of flattery, will be readily admitted. Characters like theirs, whose merits will be found too feebly recorded, defy censure, and would be offended at praise; the labour and merit of the Biographer rest merely in the collection of materials, and he has only to lament if in any instance they have fallen so far beneath his own wishes as to prevent him from doing that ample justice to the valuable services and characters of those men, whom even their foes must respect and venerate.

Among the Philosophical Papers will be found some not only peculiarly interesting, instructive, and amusing, but several which may certainly serve for the basis of investigations or improvements, and seem to promise the greatest advantage even in a national point of view. Among the most conspicuous of these are the excellent treatises on Naval Signals and Telegraphs, and the proposals made by the late Mr. SNODGRASS for the improvement of the British Navy. These are selected not with the slightest invidious intention of depressing the high merit of one ingenious man at the expence of another, but merely because the objects of those just pointed out seem to stand somewhat higher than their companions as public desiderata. On the inferior points of selection it is scarcely necessary to enlarge; the Proprietors trusting there has been no diminution or relaxation from that attention which their friends have on former occasions done them the honour to applaud.

The lighter parts of the work, such as the Poetry and Anecdotes, selected merely for amusement, will prove, as the Proprietors have the vanity to hope, sufficiently productive of the avowed end for which they have been inserted, the greater part of them are original, and such as have previously appeared in print, are certainly a lawful prize to the literary caterer, under the sanction of the well known and applicable motto to all miscellaneous collections and publications "*Sparsa Coegimus.*" In respect to the Register of Events the most prominent and interesting occurrences have been collected, and the Proprietors trust that the animadversions or remarks made on them will be admitted as candid and liberal, even by those foes to Britain and her welfare, whose impotence has been pointed out, and whose conduct has been the subject of reprehension.

Conscious of the rectitude of their own intentions, however the execution of them may fall short of their own wishes, the Editor and Proprietors hope still to maintain the same station in the opinion of their friends, which the success they have hitherto experienced has rendered them credulous and vain enough to believe they possess.

London,
June 30, 1801.

PLATES IN THIS VOLUME.

Page

A Vignette Title, from a Design by Mr. Westall, representing Britannia, supported by the *Trident*, standing firm amid surrounding Storms, engraved by Cooke.

Plate XLIX. Portrait of Captain Sir Edward Hamilton, Knt. from an original Painting by Thompson, Berners-street, and engraved by Ridley, . . 1

L. A View of the cutting out of the Hermione from the Harbour of Porto Cavallo, by the Boats of the Surprise, under the Command of Sir Edward Hamilton, on the 25th of October 1799. Engraved by Dodd 9

LI. Representation of Night Signals, with a Naval Telegraph, by Richard Hall Gower 26

LII. A View of the Royal Standard, and the Union Flag of the United Kingdom 64

LIII. Portrait of the late Commodore William Locker, Lieutenant-Governor of Greenwich Hospital. Engraved by Ridley, from an original Painting 97

LIV. St. Helena, with an East Indiaman coming to anchor, from an original Drawing by Owen. Engraved by Ellis 157

LV. Portrait of Sir Robert Kingsmill, Bart. Admiral of the Blue Squadron. Engraved by Ridley, from an original Painting by I. F. Abbott, Esq. 189

LVI. A Midship Section of a 74 gun Ship, as built in his Majesty's Dock-yard, and one proposed by the late Mr. Gabriel Snodgrass 227

LVII. A Midship Section of a Frigate as built in his Majesty's Dock-yards, and one proposed by Mr. Snodgrass . . . . *ibid.*

LVIII. A beautiful View of the Danish Castle of Cronenburg at the entrance of the Sound. Engraved by Wells, from an original Drawing by an Officer of Rank in the British Navy . . . 308

LIX. A correct Chart of the Sound, Copenhagen, Part of Sweden, &c. to the Entrance of the Baltic Sea, drawn and transmitted purposely for this Work 312

LX. A Portrait of the Right Hon. Thomas Lord Graves, Admiral of the White, from an original Painting by Northcote, and engraved by Ridley 377

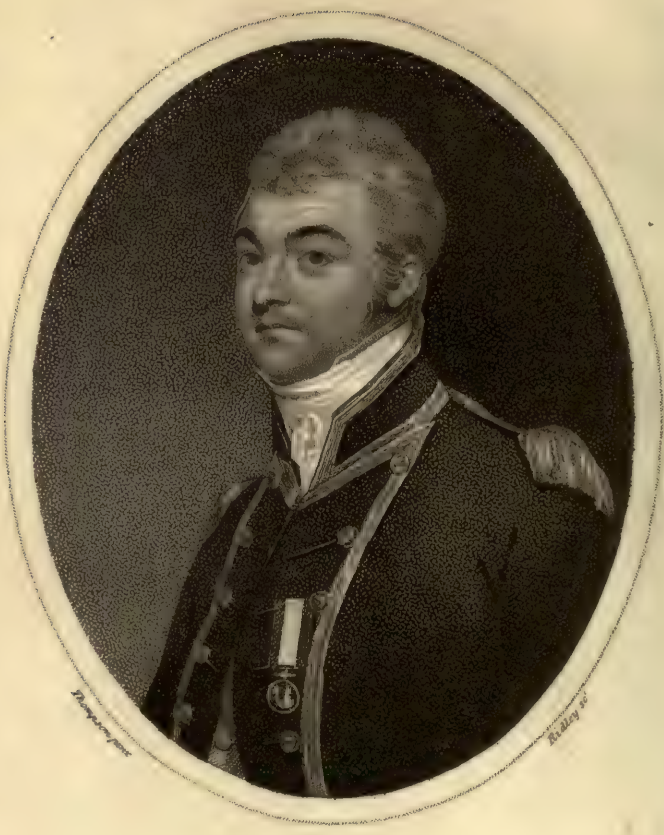
LXI. A correct View of the Cape of Good Hope taken by a Naval Officer on the spot 417

Design for a Head of a Frigate and for an East India Ship, by John Hallet, Esq. 430

LXII. A Portrait of Sir William George Fairfax, Knt. Rear-Admiral of the Blue Squadron, from an original Painting, and engraved by Ridley . . 465

LXIII. Representation of several Spanish gun-boats attacking the Speedy Sloop of War, commanded by Captain Brenton, with a distant View of Gibraltar; engraved by Wells, from an original Drawing made by an Officer in the Action . . 493

An Engraving representing a Plan for Naval Signals.



Thompson pinx

Ridley sc

SIR EDWARD HAMILTON K^T

SOLA NOBILITAS VIRTUS

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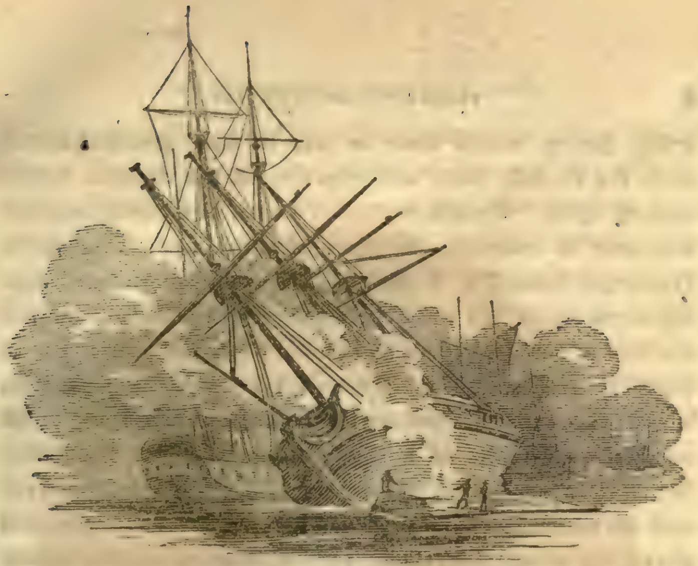

To careen a vessel is to lay her completely on her side, for the purpose of re-caulking and paying her bottom, as well as repairing all the parts of a vessel under the water-line. In careening a ship fire must not be spared, and the fuel generally employed consists in bundles of reeds. Fire is necessary for perfectly closing the seams, and discovering the imperfect parts. To finish the work, the bottom is suffered to cool, and then tallowed.

BIOGRAPHICAL MEMOIRS OF
SIR EDWARD HAMILTON, KNIGHT.

> " Let us be renowned when we may, and leave our fame behind us, like the last beams of the sun, when he hides his red face in the west." OSSIAN.

THE distinguished subject of these Sketches, is the second son and youngest child of the late worthy Sir John Hamilton, Bart. of Marlborough-house, Hampshire, a Captain in his Majesty's navy *, and brother to Sir Charles Hamilton, Bart. Captain of his Majesty's ship Melpomene, at present commanding on the coast of Africa. He was born on the 12th of March 1772, and may be truly called a son of Neptune, since at the age of seven (in the year 1779), he first went to sea, with his father, who then commanded his Majesty's ship Hector, of 74 guns, and served on board that ship in the West Indies till the year

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* Sir John Hamilton served under Sir Hugh Palliser on the Newfoundland station during five years, when he commanded the Zephyr and Merlin sloops, from the year 1764 to the year 1769. He was continued in employment at home until the year 1775, when he was sent to Quebec in the Lizard frigate, with money and cloathing for the troops in America, which place on his arrival finding besieged, he held a council of war, and formed a battalion of seamen of his

1781, during which time he was in one general action with the French fleet, and experienced the dreadful hurricane of 1780. On the return of peace, our young mariner was sent to complete his classical education at the Royal Grammar School at Guildford, where he continued during three years. In 1787, he went again to sea to complete his time as a midshipman, and served until the year 1790, in the West Indies. In the Russian armament he served on board the Victory under the auspices of Lord Hood, appointed commander in chief of a squadron destined for the Baltic. When this armament was dismantled, Mr. Hamilton went over to the University of Caen in Lower Normandy, and afterwards travelled through part of France, visiting all the sea-ports along the coast. Soon after his return to England, he went to Portugal, and visited all the ports in that kingdom. While he was thus acquiring a competent knowledge of foreign languages, he did not omit making such nautical observations, as might on a future emergency be of essential benefit to himself and his country. The present war breaking out prevented our young midshipman from prosecuting his intention of travelling through Spain and other countries, with the same views as he had travelled through France and Portugal. We therefore find him, soon after the commencement of hostilities, serving on board the Queen Charlotte, under that great Officer Earl Howe; and in a short time thereafter (early in 1793), he was appointed one of the Lieutenants of his Majesty's ship Dido, commanded by his brother Sir Charles Hamilton, Bart.

own ship's company and those of his Majesty's sloop Hound, and conjunctly with the military defended and protected the place. In the spring of the year 1776, he returned to England, received the thanks of the House of Commons for his services, and on the 6th of July in the same year, was created by his Majesty a Baronet of Great Britain. The Admiralty at the same time appointed him to the command of a guardship, which he held at Portsmouth, until the breaking out of the French war in 1778; he was then ordered to the West Indies (Jamaica station, where he continued two years), but the climate so much impaired his health, that he survived but two years after; leaving two sons, ornaments of the service—the present Sir Charles Hamilton, Captain of the Melpomene; and the subject of this Memoir, who now commands his Majesty's ship Trent, cruising of Havre de Grace.

In the year 1793, the Dido being ordered to cruise in the North Sea, while off the coast of Norway she fell in with a French brig privateer, mounting thirteen guns, and carrying forty-five men. To elude the Dido's pursuit, the privateer ran on shore beyond the reach of her guns. Sir Charles Hamilton, confiding in that arduous spirit of enterprise which his brother had on every occasion manifested, sent him with a boat and crew, consisting only of eight men, to take possession of the privateer. After a trivial opposition Lieutenant Hamilton boarded the enemy's brig, and took possession of her, just in time to prevent her taking fire from the combustibles placed by the enemy as they quitted her. At this moment he could not resist giving way to that manly impulse of vengeance which the base attempt of burning a vessel subdued, had excited in his mind. He therefore instantly landed on a strange and rugged coast, followed by his brave boat's crew, and after some resistance and struggle, made thirteen men belonging to the French privateer, prisoners of war, and brought them on board the Dido. In this stage of his services, it is unnecessary for us to make any comments on those dawnings of undaunted spirit and enterprise, which gave indication of what his mind, when enlightened by more mature and practical knowledge, might one day judiciously plan and successfully put in execution.

The Dido being afterwards attached as one of the frigates to the fleet under Lord Hood's orders in the Mediterranean, Lieut. Hamilton consequently served at the siege of Bastia, and afterwards commanded in person on shore at the siege of Giralata (a strong post held by the French near Calvi), having one hundred British and three hundred Corsican troops under his orders. With this force, he constructed batteries on a commanding height, and having mounted some of the ship's guns within point-blank shot of the enemy's batteries, by keeping up an incessant fire for thirteen days, he obliged the garrison to capitulate, having suffered very little loss in men on this harassing duty.

After performing this service, Lord Hood, the commander in chief in the Mediterranean, with his usual just discrimination of merit, appointed Lieutenant Hamilton (10th July 1794) ninth Lieutenant of his flag ship the Victory, and in consequence of the rapid routine of promotion of the other Lieutenants, he became first of the Victory on the 7th of October in the same year.

Lieutenant Hamilton's advancement to the rank of Commander did not, however, take place so soon as he had reason to expect, on account of Lord Hood's being obliged soon after to return to England in the Victory, for the re-establishment of his health. On the contrary, after the unexpected event of Lord Hood's being ordered to strike his flag in May 1795, Lieutenant Hamilton had the mortification to find himself reduced to be junior Lieutenant of the Victory *, she having sailed to the Mediterranean as a private ship; and thus all his hopes of promotion for a time vanished.

In the Mediterranean he continued serving in the Victory as a junior Lieutenant, first under Admiral Linzee, and afterwards under Admiral Man in the action with the French fleet on the 14th of July 1795; where that ship and a few others of the van-division bore the brunt of three hours action, as the centre and rear could not get up, owing to vexatious calms and baffling winds. Soon after Sir John Jervis (now Earl St. Vincent), took the command of his Majesty's fleet in the Mediterranean, Lieutenant Hamilton was promoted (January 1796), to the rank of Commander into the Comet fireship. In this vessel he was sent to the West Indies, where he served upwards of twelve months, without any opportunity to signalize himself. Having returned to England with dispatches, he was in June 1797, advanced to the rank of Post Captain, and being appointed to

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* Commanders in chief may give rank to junior Lieutenants in their own flag ships without the distinctions of seniority; but in other ships Lieutenants must take rank according to the seniority of their commissions.

the Surprise frigate, of 24 guns, soon after sailed with a convoy to Newfoundland, from whence he returned in the fall of the year with another convoy under his protection.

In July 1798, Captain Hamilton was ordered to proceed with a convoy to the West Indies, and on the 3d day of October arrived in safety at Jamaica. From that period until the 20th of January 1800, when he quitted the station, being constantly employed in the most active and hazardous services, he captured, burnt, sunk, or destroyed more than eighty of the enemy's armed vessels and merchant ships. At one time he chased with his ship a privateer and her prize into the port of Laguna on the north side of Cuba, and after having effected their destruction, baffling winds and light airs prevented his getting out; he was therefore in that situation, *malgrè lui*, in constant action two days and two nights with the batteries before he could clear his ship of the port.

His achievement in boarding and cutting out with the boats of his ship, and a chosen band of 100 men, the Hermione from the harbour of Porto Cavallo, though surrounded with 200 pieces of cannon mounted on the batteries, stands unparalleled in our naval annals, as combining the most judicious disposition of attack with the most daring gallantry.

The honour of his country and the glory of the British navy were (as he himself emphatically expresses), great inducements for him to make an attempt to cut out by the boats of the ship under his command, his Majesty's late ship Hermione from the harbour of Porto Cavallo; and as we cannot be too minute in transmitting to posterity every particular relative to such glorious deeds of enterprise, we think it will be gratifying to our readers to blend in our narrative of this exploit many authentic and interesting facts, that do not appear in any official accounts that were published *.

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* In a future number we may, in all probability, be able to gratify our readers, through the medium of an Officer actually present, with further circum-

"They bent forward to his voice, as if a spirit of their fathers spoke from a cloud of night."—OSSIAN.

On the morning of the 25th of October 1799, at half past twelve, the boats of the Surprise, containing one hundred men, including Officers, boarded the Hermione on the bow and quarter, amidst the tremendous firing of great guns and volleys of small arms. Captain Hamilton with his gallant boat's crew got firſt on board, and took possession of the forecastle without much resistance; but in attempting to push aft on the quarter-deck, the Spaniards made a furious stand on the gang-way, and drove our small party back to the forecastle, where a dreadful conflict ensued, as all the Spaniards who followed the rallying party, were either killed or wounded. It was here Captain Hamilton received several wounds by a sabre and pike to be hereafter noticed, while he was gallantly supported by his Officers and boat's crew. The enemy in this quarter of the ship being at length mostly killed or wounded, another effort was made to get possession of the quarter-deck, and which Captain Hamilton and his brave followers effected after some struggle again on the gangway, where several more of the enemy were killed and wounded. The quarter-deck was now most obstinately disputed (principally by the Spanish officers), for upwards of a quarter of an hour, and where a dreadful carnage took place. The main-deck held out for three quarters of an hour, and with equal slaughter; nor was it before both cables were cut, sail made on the ship, and boats ahead to tow her out, that the main-deck could have been deemed as conquered. The enemy last of all retreated between decks, and continued firing till their ammunition was expended, *then, and not until then, did they cry for quarter.* At two o'clock the Hermione was completely in possession of the boarding party, after having had 119 of her officers and crew killed, and upwards of 100 wounded, in a conflict

stantial particulars respecting the plan of attack, mode of execution, and names of the gallant Officers and men employed in the boats allotted to board and cut out the Hermione.

which from beginning to end did not last longer than an hour and a quarter. The future historian might doubt the credibility of the fact to be told, were it not so well authenticated, that on this gallant occasion the assailants had no more than one Officer killed, and twelve Officers and seamen wounded. Amongst the latter number Captain Hamilton stands first on the list. He was wounded in six places, and bruised all over the body, the principal wound being on the left temple, with the butt-end of a musket, which broke over his head, and knocked him down senseless on deck; he received also a severe wound by the cut of a sabre on the left thigh, one also in the right thigh by a pike, another on the right shin bone by a grape shot, one finger was much cut, and his loins and kidneys so much bruised, as at times to require the highest medical advice and assistance; it is also to be lamented that he still occasionally suffers by these last bruises considerable pain.

As generosity and humanity are generally allied to true courage and magnanimity, we cannot resist in this brief sketch giving a trait of our gallant Commander's character in that respect. He rewarded the seamen who so much distinguished themselves on the above occasion, by dividing amongst them no less a sum than 500*l.* of his own particular share of prize money. Thus setting a noble example of valour and generosity, which has ever its due influence on the minds and hearts of British seamen.

Soon after the exploit of the Hermione, one of the seamen belonging to Captain Hamilton's own boat, who distinguished himself in boarding, was taken up as a deserter from the Swallow sloop of war, and tried by a Court-Martial. At his trial it appeared in evidence that he had saved Captain Hamilton's life, when he had been knocked down on the quarter-deck, and was without arms! The Court, in considering the mitigating circumstances in favour of his character, thought proper to recommend him, and to get the sentence of 300 lashes ordered to be inflicted, remitted.

On the 7th November 1799, Captain Hamilton was voted by the House of Assembly at Spanish Town, Jamaica, a sword, value three hundred guineas, "in testimony of the high sense that House entertained of the extraordinary gallantry and ability displayed by him in attacking and cutting out of Porto Cavallo, his Majesty's late ship Hermione, an enterprise surpassed by none in this glorious war."

His Majesty was graciously pleased to confer upon him Knighthood by letters patent, and honoured him with the Naval Gold Medal in reward of his gallant conduct.

On the 6th of March 1800, the Court of Common Council of London, voted Sir Edward Hamilton the freedom of the city in a gold box, value fifty guineas.

In the month of April 1800, Sir Edward returning home in the Jamaica packet, for the re-establishment of his health and the cure of his wounds, was captured by a French privateer and carried into France. He was sent to Paris, where he was taken notice of by Bonaparte, and after remaining there six weeks, was exchanged for four Midshipmen.

On the 25th of October 1800, being the anniversary day of the exploit on which the Hermione was cut out by the boats of his Majesty's ship Surprise, Sir Edward, by special invitation, dined at the Mansion-House, and the Chamberlain of the city having delivered to him the freedom of the city in the gold box voted, communicated to him in a very appropriate speech, the thanks of the Corporation for his conduct in an action, which, in the emphatic language of his commander in chief, Admiral Sir Hyde Parker, "*must ever rank among the foremost of the gallant actions executed by our Navy this war.*"

In summing up with brevity the impressions made on the public mind by such glorious deeds of enterprise, we have only to add, and apply to Sir Edward Hamilton, the words of an ancient Bard:—"THOU HAST BEEN MIGHTY IN BATTLE, AND THY FAME SHALL NEVER FADE."—OSSIAN.

Heraldic Particulars relative to Sir EDWARD HAMILTON.

Sir E. Hamilton, Knight, is the second and youngest brother to Sir C. Hamilton, Bart. who is next in succession to the Scotch titles of the present Marquis of Abercorn, in case of failure of issue on his Lordship's part, Sir Charles being descended from the brother to Sir James Hamilton, Bart. Groom of the Bedchamber to King Charles the Second, which Sir James succeeded to the titles of Baron Strabane and Earl of Abercorn 1701. This noble person was created Baron Mountcastle, and Viscount Strabane, and married Jan. 24, 1683-4, Elizabeth daughter and heir of Sir Robert Reading, of the city of Dublin, Bart. by Jane Countess Dowager of Montrath.

The father of Sir James was James Hamilton, Esq. eldest son of Sir George Hamilton, of Donalong in the county of Tyrone, and of Trenagh in the county of Tipperary, by Mary his wife, sister of James Duke of Ormond. Sir George was the fourth son of James Hamilton, first Earl of Abercorn, mortally wounded in the naval engagement with the Dutch, his Royal Highness James Duke of York, then Lord High Admiral of England, being commander in chief of the British fleet. He died on the 6th of June 1673, and was buried in Westminster Abbey.

Sir John Hamilton, the father to Sir Edward, was the seventh child to the representative of that branch of the Hamilton family settled at Chilston in Kent. Sir John was born February 21, 1725, and the family estate is now possessed by a Kentish Gentleman named Best.

ARMS.] Quarterly, 1 and 4—Ruby three cinque foils, pierced, Ermine. 2 and 3—A ship with its sails furled up, Diamond.

CREST.] In a Ducal coronet, topaz, on an oak tree frusted and penetrated tranversely through the main stem by a saw proper, the frame topaz.

MOTTO.] Sola nobilitat virtus.

DESCRIPTION OF PLATE L.

THE event, which is intended to be commemorated by the annexed representation, is one of the most singular, as well as the most gallant, which ever hitherto graced the naval annals of Britain. In the centre is seen the Hermione with the assailants in their boats on the instant previous to the commencement of the attack; and on the left one of the Spanish forts, between which the vessel in question was moored, the better to ensure her protection from a ship at least one-third inferior in force.

Captain Hamilton having received orders from Sir Hyde Parker, the commander in chief, to cruise between the island of Aruba and Cape St. Roman, near the gulf of Venezeula, for the ship in question, which from information was said to be on the point of sailing for the Havannah through that channel, he immediately proceeded off Porto Cavallo, and found the intelligence that had been received, in every particular correct. The Hermione lay at the entrance of the port, moored between two very strong batteries, so that it became necessary to proceed with a prudent precaution; two days were consequently spent in reconnoitring, when Captain Hamilton having arranged the whole of his plan, carried the attack into execution as already briefly related; but the following additional particulars may, perhaps, prove not unacceptable.

The dishonourable circumstances which threw the ship in question into the possession of the Spaniards, the miserable and lamented fate of the officers, with their commander, and the effects which such a mutiny might produce on the general discipline of the British navy, interested Captain Hamilton and his people to make every possible effort, in their power, for her recovery. The whole crew were animated on the occasion with an eagerness, and zeal which raised them almost superior to men, and the well-timed harangue made them by the Captain contributed to increase it to so great an height, that many instances occurred of pecuniary offers being made by those who were ordered to remain with the ship, on condition of their exchanging stations with such as had been selected to make the attack.

The boats had reached within sight of the Hermione when they were discovered by the guard-boats, at the distance of three-quarters of a mile; the enemy therefore had time to prepare completely for the encounter, and to discharge both their main-deck and forecastle guns, which were considerably depressed and pointed to a centre. Two of the English boats had in the confusion ran foul of the two guard-boats, but after some scuffle cleared themselves, and united in the attack. The gigs got up on the larboard bow, and came to the assistance of the Captain under the command of the surgeon, Mr. M'Muller; the black cutter, with a Sea Lieutenant, and an Officer of Marines, with his party, were beaten off, and could not board on either gangway. The red cutter, under the orders of the boatswain, shared nearly the same fate. The First Lieutenant was to have had the direction of cutting the bower cable in the launch; and the jolly-boat, under the direction of the carpenter, the stern cable; these boats had, besides their proper crews, which were not to move out of the boats, but immediately to go ahead and take the ship in tow, as many people, called boarders, as they could stow. Captain Hamilton having got up with eight or ten men from his boat, took possession of the forecastle with only one man wounded: he then advanced aft on the starboard gangway, with an intention of getting to the general rendezvous, the quarter-deck; but meeting with a serious opposition and having several of his people wounded, he left the gunner in charge of the starboard gangway, and finding the surgeon with his party had boarded on the larboard bow, advanced along the larboard gangway to the quarter-deck, and drawing the attention from those that opposed the gunner on the other gangway, got the enemy between the five boarding parties. Great numbers were killed, some got down the after-ladders, and others jumpt overboard, and in this part of the affair it was, that Captain Hamilton was wounded. The first Lieutenant had now boarded, and shortly after the acting Lieutenant of Marines, Mons. de la Tour du Pin, with his small party of marines; and the cables being now cut, the boats under the direction of the second Lieutenant, *he not having boarded, went ahead*, and with their hook-ropes took the ship in tow; the hands that were stationed for that purpose had loosened the sails aloft, and every boat and man betook themselves, in conformity with the order and arrangements made prior to the attack, to the different services allotted to them.

Immediately after the quarter-deck was taken possession of as above stated, and the force of the assailants increased by the marines and others who had boarded from different boats, no time was lost in making an attack upon the main-deck, for which purpose the Officer of the Marines, with his party, and the surgeon, with a small party of sailors (Captain Hamilton and the gunner being at this time too much wounded to make a part of the number), followed the Spaniards down the after-ladder so immediately, that they had not time to make any regular defence, and the constant fire which was kept up from those who remained upon deck, enabled those Officers to carry their point after a most dreadful slaughter. The firing that was kept up on board by both parties, made it uncertain to those on shore who had possession of the ship; consequently they did not know when to begin their fire; and before the batteries opened, the Hermione, by means of the boats towing and the sails, had increased her distance from the forts half a mile. The batteries commenced their cannonade nearly at the same instant, and the effect was most tremendous, but the lightness of the wind prevented them from pointing the guns direct to the object, the smoke not clearing away for a considerable time after the discharge. Several shot struck the ship, but being chiefly grape, did little damage, except to the rigging, one twenty-four pound shot passed through the ship under water, and obliged the captors to rig the pumps immediately, for it was with difficulty the leak was kept under by healing the ship. The main and spring-stays being both shot away made it necessary, from a great head swell, to secure the main-mast directly. When the ship had been towed out of gun-shot of the batteries, then the boats were called on board, and not until then had any one of those people put their foot on board, being constantly employed towing the ship, and greatly exposed in open boats to the enemy's fire. Having joined the Surprise all hands were employed putting the ship to rights, as well as securing the prisoners, and at noon the 25th, having brought to an American schooner bound to Porto Cavallo, all the prisoners were put on board of her to be landed.

MR. EDITOR, *London, Oct. 6, 1800.*

YOUR obliging insertion of the Project I transmitted in July, has encouraged me to throw together a few facts relating to the nautical ideas of the Ancients, and their infantine improvements thereon.

I have traced their progress to the dissolution of the Roman Empire, where I desisted, fearing that a further continuance might intrude on the limits of your Work, and invade the bounds of more important and valuable subjects.

Perhaps it may be acceptable on the score of novelty, as the toilsome avocations of a naval life are not always consistent with researches into antiquity; should it prove so, I will endeavour in a second Essay to delineate the modern progress of this science.

I remain,
Your obedient humble Servant,
I. E. C.

ON THE ANTIQUITY AND ANCIENT PROGRESS OF NAUTICAL KNOWLEDGE.

THOSE who contemplate the wonderful progress of human inventions, and the imperceptible degrees of improvement by which man has advanced from his original state of naked imbecility to the present luxurious crisis of refinement, from a very limited portion of the necessaries of existence to an abundant exuberance even of its luxuries, will naturally find themselves inclined to take a more particular retrospect of the primitive ages of the world, when mankind, from the imperfect state of their defensive weapons, were left insecure from ferocious animals, and by the infant feebleness of the laws, rendered a prey to one another.

Then with pleasure will his ideas pursue the progress of time, marked by the various inventions and improvements, which genius and application have given rise to in succeeding periods, keeping pace with national spirit, and conducing to its prosperity.

Though owing to the unfavourableness of situation, the frequency of intestine commotions, or a natural indolence of disposition, the inhabitants of some nations have not acquired that degree of civilization, which, judging abstractedly from the long succession of ages, or prejudices occasioned by our own refinement, we are apt to expect; yet there is scarce any country where the ingenuity of man is not sufficiently exemplified in emerging from a state of nature, and few where traces of a gradual improvement may not evidently be perceived.

Nothing is more capable of supplying the mind with a source of admiration than the original invention, the successive improvements, and especially the present astonishing perfection of Naval Architecture, and the other branches of Nautical Science. When we contemplate a first-rate ship of war, with the solidity, scientific proportions, and complex machinery, of her hull; the various dimensions, and intricate variety of cordage, extending in all directions from her masts and yards; and consider the powerful effect of a combination of these formidable fabrics, we admire the successful efforts of human contrivance; but when we retrace in the page of ancient history, the idea which first gave birth to this proof of fertile ingenuity, the contemptible vessels which were formerly constructed, and the small progress which had been made for many ages in this branch of science, our admiration heightens into surprise. A collection of unfashioned planks, pegged together sufficiently close to exclude the water, or the excavated body of a large tree, were the first vehicles in which the active minds of our forefathers induced them cautiously to venture from the shore. Then an enterprising spirit, instigated by motives of curiosity, and seduced by hopes of advantage, led them to explore more distant parts of the ocean, where, meeting with other nations till then unknown, they either communicated their own improvements on this subject, or acquired a further knowledge of it themselves.

During the confusion of languages, and the consequent dispersion of mankind, they were situated between the extensive rivers Tigris and Euphrates, which must have tended to prevent their spreading themselves in those directions, and might have stimulated them successfully in the attempt to overcome the obstacles to their further progress, by the contrivance of some buoyant vehicle capable of wafting them across; if this was the case (and as no information on the subject anterior to the deluge has reached us, we can but speculate), it may be called the first dawn of nautical knowledge, concluding that it soon sunk into oblivion with the difficulty which it had succeeded in obviating, otherwise the pursuit of this acquisition might have contributed to elude the Divine judgment at the time of the flood.

As little stress can be laid on conjectures relating to such distant events, however authorised by tradition, itself imperfect, I shall proceed to describe the first design in the nature of a ship of which history furnishes an account. The ark which preserved the only remnant of animated existence supposed to have escaped the general deluge, was constructed by Noah, who had received Divine instructions for that purpose; it was built of gopher, which seems to imply the wood we now call Cypress, and resembled in shape an immense chest of considerable length, being about 550 feet long, ninety broad, and fifty-five high. Its bottom was perfectly flat, its roof in a small degree sloped on each side to shoot off the rain, being raised in the upper part one cubit, which is about a foot and a half, and the whole was covered both outside and in, with a pitchy substance. The ark had in addition to the bottom two other decks, which were divided into apartments, and a door opened into it to receive its motley inhabitants with their provisions, which was then closed. The mention of only one window appears to be incorrect, as the body of the ark, when divided into apartments, must have required various apertures to admit light and air.

When it rested on the ground, which happened on a mountain in Armenia at the subsiding of the flood, Noah is said to have taken off the covering, and looked out; this is generally supposed to have been made of skins thrown over it, and perhaps covered with a resinous preparation to enable it to resist the water; and that hanging down, it might have occasionally skreened the windows against the splashing of spray or the beating of rain. From this description it is evident that the ark, though ill calculated to resist the fury of a tempestuous sea, was well adapted to preserve a quiet equilibrium in moderate weather; and by the nature of its construction, one side always being diametrically opposed to the wind, the great surface resisting the water to leeward, must have considerably diminished its drift. When the deluge ceased, the distance to which they had been transported from the spot where they embarked, must have led them to reflect on the power which the wind exerts on a floating body; this, together with their having assisted in the construction of the ark, might contribute to give the immediate descendants of Noah some idea of the principles of navigation; unless entirely attributing the effects they had witnessed to the peculiar interference of Providence, suspending for a time the wonted operation of natural causes, and feeling rather grateful for their preservation than inquisitive about the means, they were not inclined at that time to examine experimentally into the matter.

From this æra, a considerable period elapsed of which history affords us no information by which we can judge either of the commencement or progressive improvement of naval affairs, unless we give credit to a report that the descendants of the Dioscuri, a race whose origin and situation are not clearly ascertained, had made some improvement in this science, being the first who completely built a ship; they are said also to have equipped a fleet, which was cast away near Mount Cassius, but by no means seem to deserve the honour of the invention; which, if we believe Oppian, who wrote a book on haliculics about 200 years before Christ, may be ascribed to a testaceous fish called the Nautilus.

The Egyptians, notwithstanding the luxuriant productions of their native soil, the peculiarity of their manners and institutions, the unsocial disposition they are thought to have entertained towards foreigners, and the superstitious aversion in which they held the sea (known by the name of Typhon from its swallowing the Nile), cultivated the arts of navigation at a very early period; for Sesostris, one of their kings, who seems to have lived near the time of Moses, and by Whiston is supposed to be the Pharoah who perished in the Red Sea, is reputed to have had a considerable fleet in the Mediterranean, and another in the Arabian Gulph, by which, in conjunction with a powerful army, he invaded the western districts of India.

Neither the identity of this conqueror, nor the æra in which he reigned, have been ascertained beyond the extent of probability; the similitude of his actions with those recorded of other heroes near that time, and the coincidence of various circumstances which have been gleaned from the obscurity of ancient history, have rendered them a subject of controversy among the learned: Sir Isaac Newton in particular advances arguments to prove that three persons, mentioned distinctly in history, are individually united in Sesostris. If this is the case, and much weight must be attached to the opinion of so enlightened an author, these separate descriptions of his naval and military importance, render it worthy of belief, and establish the first probable account of naval transactions since the deluge.

The vessels in which the ancient Egyptians navigated the Nile, were remarkable, and merit a description. They were not framed with ribs or bent timber, but seem to have been simply composed of an outside shell made of the Acantha or Egyptian thorn, from which they cut planks about three feet square, and set them together like tiles, fixing them with pins, and securing the whole with bands of papyrus; this reed, which they superstitiously considered as an antidote against the ferocity of the crocodile, also afforded a material for composing their sails. The construction of their vessels being too clumsy for oars, or even sails, to have much effect, they generally towed against the stream: but when it set in their favour, a hurdle well strengthened with reeds, was lowered from the bow transversely into the river, which, acting as a stopwater, gave the current a greater influence on the vessel; then to balance this weight abaft, they hung a large perforated stone.

The Edomites, about 1000 years before the birth of Christ, were possessed of ports on the Red Sea, and there carried on a considerable trade; they seem to have supplanted the Egyptians in their commerce in this part, but were dispossessed by the Jews in the reigns of David and Solomon, whose ships traded to the East Indies and Africa. The Jewish polity, however, and their religious customs, which had been instituted for the purpose of alienating them from connexions with idolaters, were averse to that indiscriminate communication which nourishes commerce and encourages navigation, so that their lucrative trade with the East gradually fell into decay.

The Phœnicians, a people commodiously situated for the extension of commerce, became about this time much celebrated for the management of nautical affairs; they applied themselves assiduously to the improvement of navigation, and succeeded in this so far, that if they had not been extremely tenacious of the knowledge they acquired, their progress would have been highly beneficial in the promotion of commercial intercourse among the neighbouring nations, and would have conduced to the general advancement of civilization.

By their skill in the art, and experience in the practice, of seamanship, they were accounted so much to excel other nations, that their neighbours employed them in the capacity of pilots, which office anciently implied a greater degree of responsibility than at this time, in the present limited signification of the term; they were not only required to be good pilots, but experienced seamen; their knowledge was not confined to the vicinity of an island, the circumference of a dangerous bay, or the extent of a rocky coast, nor even to an acquaintance with the various winds, and sagacity in predicting the fluctuations of the weather. This, which comprises the ultimate extent of a modern pilot's profession, is not strictly speaking the acquirement of seamanship, but its consequent effect, for ships being constructed, mankind must become acquainted with their use and management, before they can explore the ocean, and encounter its dangers.

Whatever accessions the science of navigation procured by the industry and experience of Phœnician mariners, it had nearly lost them at Alexander's conquest of Tyre and Sidon; for after a hard struggle, the ruin of their independence overwhelmed with it the spirit of commercial enterprise, and their great arcanum, which had been matured by the perseverance of ages, and had been concealed with such illiberal jealousy from the rest of the world, was now only preserved by their Carthaginian descendants in a distant corner of Africa.

The Phœnicians were not allured merely by the motives of gain to attempt hazardous undertakings, they fitted out vessels entirely for the purpose of discovery ; amongst other voyages of this nature, it is said, that 605 years before the Christian æra, they sailed from the Red Sea, at the instigation of Nechus, or Necho, the Egyptian monarch, encompassed the continent of Africa, and returned to Egypt, after the expiration of three years, through the streights of Gibraltar ; but this relation met with as little credit among the ancients, as a modern navigator would, should he profess to have discovered the south Pole, for they conceived that the regions extending under the equinoctial line, were continually scorched by such excessive heat, as effectually excluded any communication between the two hemispheres.

The ancients possessed little knowledge of the first principles of seamanship, the powerful effect of a rudder was but faintly imitated by the laborious exertions of a large paddle projecting from the stern, which, in addition to its other defects, must have been extremely liable to be washed away by the impetuosity of a boisterous sea ; the shortness of their ships, and their great height from the water, prevented them from effectually carrying sail in any other direction than before the wind, and as their oars could scarcely be worked in tempestuous weather, owing to the swell of the sea, this situation subjected them to a great risk of broaching-to and foundering. We have but an imperfect description of the ships used in ancient times, but if the general outline is correct, the effects must be such as I have described, rendering their distant voyages highly dangerous.

Those sciences which constitute the ground-work of navigation, as astronomy, geometry, and trigonometry, were not sufficiently matured to be subservient to the mariner, in discovering his situation, and correcting his course in the pathless ocean, the attractive power only of the magnet had been discovered, not its wonderful property of pointing to the north ; the benefit of the mariners compass was reserved for later ages, and Ptolemy, the most profound astronomer among the ancients, was unable to calculate the latitude within a degree.

Unpossessed of these lights, they were incapable of profiting by the wind, in its various directions, their steerage was uncertain and irregular, and the stars, instead of enabling them to ascertain their real situation, could be only subservient in the delusive capacity of a *jack-a-lanthorn,* often leading them through the gloom into danger, and seldom extricating them from difficulties. Deriving therefore all knowledge of their situation from the land, and regulating their course by the Heavenly bodies, they seldom ventured far to sea.

At the time of Alexander's conquest of Tyre, the Carthaginians, who, descended from a Tyrian colony, settled on the western coast of Africa, about thirty miles to the eastward of Tunis, had rendered themselves very formidable as a maritime state; excluded by their situation from participating in the trade of the East, they had gradually extended their efforts in other directions, and inheriting the Phœnician propensity to traffic, they by degrees acquired those immense resources which enabled them so long to resist the Roman power. Though these people do not appear in general to have made any considerable progress in the liberal sciences, yet some of their leading characters were men of consummate ability; and with respect to mercantile transactions, they stand unrivalled amidst the history of their cotemporaries. Like their mother-country, the Carthaginians strongly imbibed the spirit of nautical enterprise, and thoroughly convinced of the advantages of commerce, they laboured, by distant discoveries, to open to it a wider sphere of action. Thus, at length, they not only became acquainted with England and the northern coasts of France, but penetrated as far south as the Canary Islands; perhaps further, but the accounts we have received of these people descending chiefly from Roman authority, incur a suspicion of being tainted with the partiality arising from national prejudice.

Alexander, after his eastern expedition, having reflected on the means by which the Tyrians had derived such extensive wealth and prosperity, founded the city of Alexandria, which he intended to establish, as the exclusive mart for Indian commodities, and his premature death having invested Ptolemy, one of his former generals, with the Egyptian sovereignty, his plan was pursued, and Alexandria flourished as the centre of ancient commerce with the East.

The knowledge which the moderns have acquired of the progress of navigation among the Greeks and Romans, is far more extensive, correct, and particular, than any we can collect concerning other ancient nations; for though these military states applied themselves but superficially to the naval art, which consequently derived little advantage from their prosperity, they were not unwilling, like the Carthaginians, to let their knowledge and improvements transpire for the benefit of mankind.

That the Greeks had ships, capable of transporting an army, at a very early period, is implied in their expedition against Troy, but their success in naval engagements depended rather upon the impetuosity of the attack, than any exertion of nautical skill; they appear to have been excluded from commercial intercourse with Egypt till the reign of Psammatichus, or Necho, when a town called Naucratis, which is supposed to have been inhabited by Grecian merchants, was erected at the mouth of the Nile. When Xerxes threatened the invasion of Greece, the apprehensions of the Athenians induced them to cultivate maritime pursuits, and deriving advantages from an insular situation, they possessed at the time of Lycurgus a considerable force by sea; owing to this, they became jealous of the power which their admirals derived from the long continuance of naval commands, and to prevent their abuse, frequently superseded them.

The sailors were a hardy race of men, often undergoing incredible difficulties, the rowers are said to have been confined to the limits of a narrow bench for the continuance of voyages, alternately used as a seat and as a place of repose; actions which assumed the form of effeminacy, were highly disgusting to the Greeks, and with sailors in particular, such a propensity was accounted a contemptible weakness: as an instance of this, Alcibiades, a noted commander, was censured by the Athenians, because instead of reposing on the deck, he ventured to have his bed slung in ropes to soften the effect of the ship's motion: a convenience which every common sailor now enjoys. They punished their seamen for ordinary offences, by thrusting their heads through an opening out of the ship, and striking them with ropes. Our modern disciplinarians, when they condemn this practice, and point out the keener sensations produced by the exercise of a *cat*, are not, perhaps, aware that they are exploding a custom of such antiquity as the usage of the rope's end.

The figures of their ships were usually short and lofty, and they were put in motion by a considerable number of oars, worked out of little vacuities on each side, resembling loop-holes; the rudder consisted of a large paddle, whose handle entered the vessel on one side of the stern: it was directed in its efforts by the pilot, setting abaft in a conspicuous shed, like a watch-box.

They made use of music to regulate the strokes of the oars, and this was of some importance, as it rendered the impulse general, and thereby increased the velocity of the vessel; it was also thought necessary, in so large an assemblage, to prevent their becoming entangled, for some ships are said to have had twenty, or even thirty, banks of them piled, as it were, in oblique strata above one another. Demetrius, a successor of Alexander the Great, built a ship of such magnitude, that it appeared like an immense edifice floating on the bosom of the seas.

Experience pointed out to them the propriety of varying the forms of their vessels, according to the peculiar uses to which they were to be appropriated; thus the Grecian navies consisted of three distinct classes, the ships of war, the transports, and the victuallers; which were moulded into such shapes as appeared best adapted to their respective purposes; the ships of war were constructed with sharp bottoms to cut through the water with facility, their several parts were firmly united, and their heads accommodated with iron beaks to make a strong impression on the adverse ship in an attack; the transports were furnished more particularly for the accommodation of troops and military stores; and the victuallers were bulky vessels with capacious holds, for the stowage and preservation of provisions.

Under the Admiral and Vice-Admiral (though each ship had its respective military commander), there were officers who exclusively directed every thing in the civil department; every ship had also an officer who acted in the capacities of master and boatswain, for he steered and navigated the ship, and employed the seamen. Next to the master was an officer who attended abaft, his duty being to preside over the rowers, and assign them their places. A kind of purser also attended to the rowers, and distributed their provisions; there was also a person who may be called a pilot, as he attended chiefly towards night, and sounded occasionally with a long pole, for the purpose of avoiding rocks and other dangers; a musician, who regulated the motion of the oars; a person, supposed to be either a priest or a cook, as his duty lay towards the fire; and a clerk, who managed the ship's accounts.

The Grecians were generally unwilling to trust their ships to the uncertain guidance of the stars, nor could they place more confidence in accidental observations of the shore, faintly outlined through the obscurity of night; they contrived therefore, towards dusk, to gain shelter under the land, and sometimes ran their ships aground, or secured them in creeks.

They were so little aware of the advantages to be derived from the wind in a naval action, that the previous removal of their sails and masts were considered as an indispensable arrangement; trusting therefore in the onset entirely to the rowers, who were often a set of abandoned miscreants, confined to that laborious exercise, the business of a naval engagement became almost as simple as an attack between adverse squadrons of armed boats, whose principal aim would be to run on board of, and grapple with one another, leaving it to the soldiers to decide the victory. How unlike the skilful and intrepid race of the present day, who with the undaunted bravery of a Grecian soldier, combine the active manœuvres of an experienced seaman; for it is well known that the success of our modern fleets does not only require the natural endowments of a warlike nation, but the arduous exercise of professional abilities.

It is a subject of surprise that a nation so highly endued with that enterprising spirit which animated the breasts of the ancient Romans, should have utterly neglected the cultivation of maritime knowledge for upwards of 490 years after the building of their city, yet it appears from Polybius, that they paid little attention to matters of this nature until that period, having previously conducted their mercantile negotiations chiefly in foreign bottoms; but they were at length compelled to exert their talents, and employ the utmost assiduity in these affairs, by the continual losses they sustained from the Carthaginians, who, being possessed of a powerful fleet, were enabled to make frequent descents upon the Italian shores. The Romans, a flourishing people, situated on the banks of a navigable river, soon succeeded in building and equipping a number of ships, which were planned from the model of a Carthaginian galley, stranded about that time on their coasts; their military ardour, now exerted upon a different element, was not lost in this novel variation of the scene; their triumphant legions were only exchanged for victorious galleys, and by an industrious perseverance, they soon rendered themselves formidable rivals to an experienced and long uncontested maritime republic.

A ludicrous circumstance attended their sudden entrance into this maritime sphere of action; to employ a fleet at sea, it was obviously necessary to procure sailors, as well as ships; industry and ingenuity they conceived would accomplish the latter object, but the former, even when levied, would be incapable of service without practical experience; however, the time was urgent, they therefore arranged a quantity of benches on the shore, and seating those who were destined to row in due form, with oars in their hands, they completed the ships in the river while they exercised the sailors on its banks.

After that period, the Romans must have been convinced that a naval armament was always advantageous, if not often necessary; notwithstanding which, and the brilliant success which marked their commencement, ambition could never instigate them to grasp at any extent of naval power, except where it was immediately connected with their favourite views of universal dominion, and this object once obtained, they solaced themselves with the maritime exertions of subject provinces. At length this mighty empire began to totter, and sinking under an horde of barbarous invaders, the arts and sciences were for several ages veiled in oblivion.

A TREATISE ON SIGNALS, *with a Proposal to render them more effectual and extensive; together with the Addition of a* NAVAL TELEGRAPH. *By* RICHARD HALL GOWER, *Esq. late an Officer in the Service of the Honourable East India Company, and Constructor of the Transit* *.

ALL signals to be effectual must be simple, and composed in such a manner as to express the same signification at whatever mast-head or yard-arm they may be displayed from. The following day signals will be found to have these advantages.

The plan is to express *numbers* by distinctly coloured flags, each number referring to a *certain signification* to be agreed on before hand.

Mode of expressing 999 *Numbers by eleven Flags and one Pennant.*

In the annexed table there are ten flags, each flag representing the *number* placed against it, and a substitute flag representing the *same number* with any flag which may have been hoisted next above it. To express from 9 to 99, hoist the flag standing for the first figure of the given number above the flag standing for the second; that is, to express 45, hoist flag 4 above flag five, as shewn figure 1; but should the given number be two similar figures, for instance 55, it is to be expressed by hoisting flag 5 above the substitute, as shewn figure 2. To express from 99 to 999, hoist the flags one above the other in the order of the figures of the given number: thus, 245 is expressed by hoisting flag 2 above 4 above 5; and 225, by flag 2 above the substitute above 5; and 522 by flag 5 above 2 above the substitute. But as there are some instances in which the eleven flags are insufficient to express numbers above 99, a short thick penant, denoting that *the last figure of the given number is the same as the first*, is proposed to remedy the defect, therefore to express 545, which is a number that could not be expressed by the eleven flags, hoist flag 5 above 4 above the penant, also to express 444, hoist flag 4 above the substitute above the penant.

Should it not be required to express more than 199 signals, it will be found more simple to let the penant express 100.

Each flag is to be marked on the tabling with the *number* it represents (which will identify the flag), and is to be fitted with a tack about a fathom long, so that when one flag is bent to the tack of another, they may appear *distinct* at a distance when they are displayed.

As flag-signals are frequently rendered indistinct either from position, want of wind, or a dull light, the author presumes that day-signals *composed of cones and cylinders*, would be the most perfect kind

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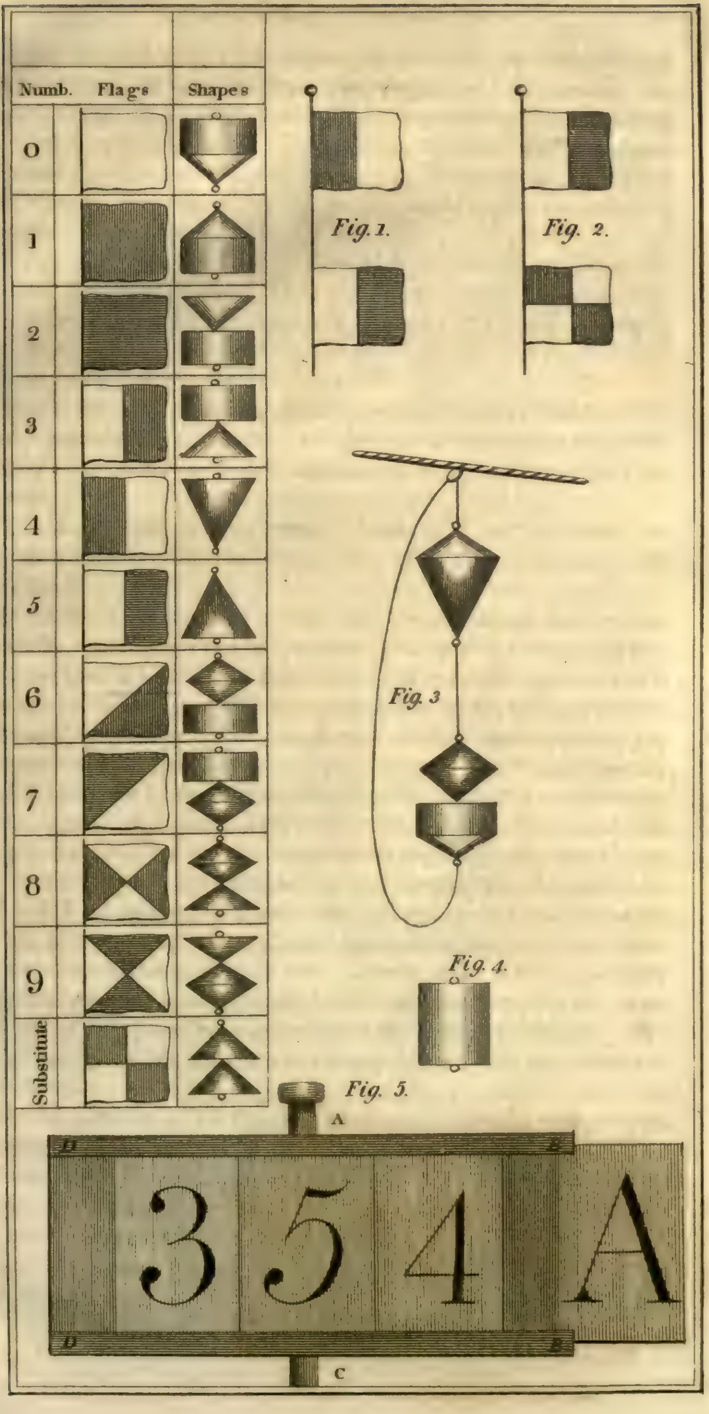
* For an account of this vessel see vol. ii. p. 422, and vol. iii. p. 412. 505.


Numb.
Flags
Shapes
0
1
2
3
4
5
6
7
8
9
Substitute
Fig. 1.
Fig. 2.
Fig. 3
Fig. 4.
Fig. 5.
A
B
D
D
B
3 5 4 A
C

Publish'd by Bunney & Gold 1st Feby. 1801.

hitherto invented, since they neither require wind nor a very distinct light, and have *the same appearance from every horizontal position.* By means of the eleven shapes contained in the table of shapes, 999 numbers may be expressed. These shapes represent the same signification with their corresponding flags, and the one figure 4 performs the office of the penant, therefore the numbers are expressed by them in the same manner as by the flags.

These shapes may be made of light wicker, and painted black, and if about three feet diameter, they will appear distinct to a considerable distance. I have often observed a top-gallant truck, an object not more than a foot over, when the *colour* of the flag hoisted to it was perfectly *indistinct.*

Should the room these shapes occupy when made of wicker render them objectionable, they may be formed of canvas set out with hoops; thus made they will collapse into a small compass when they are out of use.

The shapes will show to greater advantage if they be hoisted to the yard-arms or stays, as represented by figure 3, instead of the mast-heads.

In blowing weather, or when from circumstances ships cannot approach near enough to each other to hail, it will be found convenient to have a light board about eight feet by three, painted *black*, that the latitude, longitude, and any short sentence, may be communicated by writing upon a board with chalk; upon showing the board, wave a small white flag to the ship you wish to communicate with, which is to be repeated by her when the writing is understood.

A telegraph will also be found extremely convenient to express the numerical signals, and may be formed in the following manner: Fig. 5, represents a large board contrived to turn round upon the pole AC. BD—BD are grooves to receive the figures of the number to be shown, as represented by 453, each figure being painted black, upon a thin white board or sheet of tin. Let the other side of the other board be prepared with grooves in the same manner for the convenience of fixing another number while the first is exhibiting. Between each exhibition wave a white flag to denote that the number is understood.

By the addition of an alphabet to this telegraph, *words* may be expressed to distant parties; for instance, let each party have a *dictionary* with the words numbered under each letter of the alphabet from one throughout, then to express any word, show its number and the letter it begins with, as represented in the figure by A 453.

To communicate a sentence expeditiously, let it be written as short as possible, leaving out such words as can be omited without destroying the idea, and above each word write the number placed against it in the dictionary. A sentence thus prepared and placed before the person who attends the telegraph, will very much facilitate the communication.

SIGNIFICATIONS.

The ships of the fleet are to be denoted by particular vanes fixed at either of the mast-heads. Each ship is also to have assigned to her a particular penant, which being hoisted alone, expresses a wish to communicate with that ship, but when hoisted with a signal, expresses that the signal particularly applies to her.

GENERAL SIGNIFICATIONS.

0 An acknowledgment that the signal is understood by the fleet.
1 Annulling.
2 Tack headmost and weathermost first.
3 Veer sternmost and leewardmost first.
4 Make sail.
5 Shorten sail.
6 Ships ahead shorten sail.
7 Ships astern make more sail.
8 Gather together.
9 Open to a greater distance.
10 Heave to on the starboard tack.
11 Heave to on the larboard tack.
12 Take in your studding-sails, and prepare to haul the wind.
13 Haul the wind to starboard.
14 Haul the wind to port.
15 Ships to starboard join the fleet.
16 Ships to port join the fleet.
17 Continue as before, though the Commodore does otherwise.
18 Prepare to hoist foreign colours. (I will show the nation's jack I mean.)
19 Show no lights during the night, and keep in close order, as I shall carry no top-light.
20 A strange sail is suspected to be in the fleet, any ship discovering her is to hoist her ensign and run towards her.
21 Disperse, and each ship do the best for herself.
22 Be particularly attentive, as I am going to make several signals which I intend to have executed in the night.
23 Observe my telegraph.
24 For all Commanders, or a particular Commander.
25 For an Officer from every ship, or a particular ship.
26 Open your signal letter.

To prevent these signals being of service to the enemy, let each ship be furnished with a signal letter, expressing, that "hereafter the numbers annexed to the significations will be shifted." For instance, let the significations in future be numbered 1, 2, 3, &c. instead of 0, 1, 2, &c.

Hours after Dark.

27	At the hour of	6	Before midnight.
28	Ditto -	7	
29	Ditto -	8	
30	Ditto -	9	
31	Ditto -	10	
32	Ditto -	11	
33	Ditto -	12	Midnight.
34	Ditto -	1	After midnight.
35	Ditto -	2	
36	Ditto -	3	
37	Ditto -	4	
38	Ditto -	5	
39	Ditto -	6	

The purpose of these signals will be seen by the two following examples: Let it be presumed that the fleet should be chased during the day, and that it is the intention of the Commodore to avoid the enemy by altering the course after dark. To make a signal during the night for this purpose would show his situation, therefore before dark let the Commodore show the hour he intends to alter his course, and the course he means to steer; or should the Commodore imagine he has not sufficient run for the night, let him show the hour he intends to heave to, which will prevent considerable confusion, as each ship will be prepared for the circumstance, and upon the look-out to avoid those which have already hove to.

Points of the Compass.

40	North.	48	East.	56	South.	64	West.
41	N. by E.	49	E. by S.	57	S. by W.	65	W. by N.
42	N. N E.	50	E. S. E.	58	S. S. W.	66	W. N. W.
43	N. E. by N.	51	S. E. by E.	59	S. W. by S.	67	N. W. by W
44	N. E.	52	S. E.	60	S. W.	68	N. W.
45	N. E. by E.	53	S. E. by S.	61	S. W. by W.	69	N. W. by N.
46	E. N. E.	54	S. S. E.	62	W. S. W.	70	N. N. W.
47	E. by N.	55	S. by E.	63	W. by S.	71	N. by W.

These signals are to show the course to be steered, or the bearings of an object pointed out by signal.

Significations which may be expressed by Ships of the Fleet.

72 A strange sail.
73 Two strange sail.
74 Three strange sail.
75 A fleet.
76 Request the assistance of a surgeon. Ship nearest to send one.
77 Request the Commodore to go ahead, to set up my rigging.
78 Request to speak the Commodore.
79 We are over-pressed with sail.
80 We have sprung a leak.
81 A mutiny is on board us.
82 We see the land.
83 We have got soundings.
84 We require immediate assistance, &c. &c.

Significations addressed to particular Ships.

85 Come within hail.
86 I intend to send a boat on board you.
87 Send a boat.
88 Lead the fleet.
89 Take a particular ship in tow. (The tower and tow's pennants will be shown.)
90 Cast off the ship in tow.
91 Make sail upon particular bearings (as will be shown by the bearings expressed), and look out for land.
92 Make sail upon particular bearings, and sound.
93 Chase upon particular bearings.
94 Bring the stranger to the Commodore.
95 Examine the stranger. If neutral pass her.
96 Hoist the Admiralty signal.
97 Return to the fleet.
98 Situate yourself between the distant ships and the fleet, to repeat signals.
99 Keep your station, &c.

Question Significations.

100 Do you see the land.
101 Have you got soundings.
102 Do you gain upon the chase.
103 Is the chase a friend, enemy, or neutral.
104 Is she of force.
105 What was your longitude by the means of your late observations, continued on by the chronometer to the preceding noon.

106 What was your longitude by the chronometer at the preceding noon.

107 What was your latitude by meridian or double altitude, at the preceding noon.

108 What is your variation.

109 What are your soundings.

110 How many strange sail do you count, &c. &c.

All these questions are to be answered as explained under the head, "*Answering Significations.*"

Answering Significations.

111 No.
112 Yes.
113 Friend.
114 Neutral.
115 Enemy.
116 Suspicious.
117 I cannot say.
118 Inability.
119 Your signal is not distinct, &c.

N. B. Longitude, latitude, and variation, are to be answered by first hoisting the flags expressing the number of the degrees, which being understood, then hoist the flags expressing the number of minutes, and if the number of sail you count, or your soundings be required, answer by hoisting the flags expressing the number of sail, or the number of fathoms. Whenever the flags are intended to express a number, hoist a short white penant with them to prevent their being taken for a signification.

Significations respecting Anchoring, and such as will apply only when at anchor.

120 Repair on board, every person belonging to the fleet.
121 Prepare to sail.
122 Unmoor.
123 Moor.
124 Lay at single anchor.
125 I shall get under way in the night. (The hour will be shown.)
126 Weigh outermost and leewardmost ships first.
127 Prepare to anchor.
128 Anchor.
129 Cut or slip, outermost and leewardmost first, &c.

Regular manœuvring Significations.

130 Form the order of sailing.
131 Form the order of battle upon the starboard tack.

132 Form the order of battle upon the larboard tack.

133 Form the order of retreat.

134 Starboard line heave to.

135 Center line heave to.

136 Larboard line heave to.

137 Starboard line make sail and follow in succession.

138 Centre line make sail, and follow in succession.

139 Larboard line make sail, and follow in succession.

140 Tack altogether.

141 Tack in succession.

142 Tack, and continue in the order of sailing.

143 Rear ship heave to, the rest form in the order of retreat.

144 Starboard ship heave to, the rest form the order of battle on the starboard tack.

145 Larboard ship heave to, the rest form the order of battle on the larboard tack.

146 Rear ship heave to, the rest form again in the order of battle upon the same tack.

147 Van ship heave to, the rest form again in the order of battle upon the same tack, &c. &c.

N. B. These significations are adapted to the manœuvres explained in the chapter "*On manœuvring a Fleet.*"

The Commander of the fleet will fire a gun at the instant any of these manœuvres are to be executed.

Significations appertaining to Battle.

148 Keep the people to their quarters.

149 Exercise the great guns and small arms.

150 Van division engage.

151 Center division engage.

152 Rear division engage.

153 Engage generally.

154 Leave off engaging.

155 Assist a disabled ship, &c.

NIGHT SIGNALS.

Night signals should be used as little as possible, since they are frequently misunderstood. Of necessity they must be composed either of *sound* or *light*, or the two blended together. If several lights are shown together that they may have the same appearance from every horizontal situation, it will be necessary to hoist them in a vertical position; in the following signals this circumstance is attended to, the plan is to express *numbers by different kinds of lights*, guns being fired merely to call the attention of the fleet prior to making any signal.

To express numbers, let each light represent *one*, each rocket *five*, and each blue light *ten*, as shown in the following table:—

Numbers.	Lights.	Rocket.	Blue lights.	SIGNIFICATIONS.
1	1			A general acknowledgement that the signal made is understood.
2	2			Tack, headmost and weathermost first.
3	3			Veer, sternmost and leewardmost first
4	4			Heave to upon the starboard tack.
5		1		Heave to upon the larboard tack.
6	1	1		Annul the preceding signal.
7	2	1		Make sail.
8	3	1		I am overpressed with sail.
9	4	1		Shorten sail.
10			1	To show my situation.
11	1		1	Headmost ships shorten sail.
12	2		1	Request to speak the Commodore.
13	3		1	The fleet continue their course though the Commodore does otherwise.
14	4		1	I am in distress.
15		1	1	On discovering danger.
16	1	1	1	A stranger is suspected to be in the fleet.
17	2	1	1	Haul two points to starboard.
18	3	1	1	Haul two points to port.
19	4	1	1	North.
20			2	N. E.
21	1		2	East.
22	2		2	S. E.
23	3		2	South.
24	4		2	S. W.
25		1	2	West.
26	1	1	2	N. W. &c.

Instructions and Remarks.

While the Commodore is laying to, it will be proper for him to carry a light at the bowsprit end; also upon any ship's thwarting, to save a man or other circumstances, let her show one light forward and two aft, that other ships may see her situation, and know the position of her head.

Upon the signal being made to tack or veer, let every ship as she gets upon the other tack carry a light for a short time at each cat-head, to shew that she is about.

In dark disagreeable weather the Commodore should frequently make the signal "*To show his situation,*" and should avoid manœuvring during the night as much as possible.

Whenever a signal is made by the Commodore, the top-light should be covered, to prevent a confusion of lights.

All signal-lanthorns should be made of glass, and be big enough to hold several candles, for the sake of a brilliant light.

To discover whether a ship is of the fleet or not, show *three* horizontal lights to her, and let the answer be *two* horizontal lights, or let a *sign* and *counter sign* be agreed on, as hail the suspected vessel with the words *Lord Howe*, and let the answer be *The 1st of June*.

FOG SIGNALS.

Fog signals can only be composed of *sound* at different intervals, as shown in the following table of significations.

Significations.

1 Gun, at intervals—To show my situation.
2 Guns, quick—Stand upon the starboard tack.
3 Guns, quick—Stand upon the larboard tack.
2 Guns, a minute separate—Lay to on the starboard tack.
3 Guns, a minute separate—Lay to on the larboard tack.
2 Guns, two minutes separate—Make sail.
3 Guns, two minutes separate—Shorten sail.
4 Guns, quick—Require assistance.
5 Guns, quick—Discovering danger.

Instructions.

All ships upon their proper tack and course are to beat drums and ring bells at intervals.

All ships either upon the wrong tack, or off their course, or laying to, are to fire muskets continually till they renew their course.

A general acknowledgment that the signal made is understood is avoided, as guns from different ships of the fleet would cause confusion.

"Few subjects have more seriously engaged the attention of nautical men than that of signals; the labour, however, and study that has hitherto been expended on them, appear, even in the opinion of the inventors themselves, not to have been completely productive of that precision and correctness in conveying orders, which is certainly the grand desideratum. The object is undoubtedly of the first consequence to a maritime power; the greatest inconveniences have at different times arisen, as well in action as on other occasions, from the imperfect state of the code, and consequently every attempt to improve its effects and diminish its imperfections, is entitled to the highest praise a grateful country can bestow.

"The preceding proposal has at least originality, and a very extensive field of distant communication to recommend it. The ingenious inventor, who appears a perfect master of the theory of signals, is extremely sanguine and very decisive in his opinion as to the superior advantages which his peculiar substitute for flags[*] holds over any method before contrived or thought of. This appears the only ground indeed on which a doubt of its efficacy can arise, and as Mr. Gower himself is so far from apprehending any such objection on that score, that he considers it among the first recommendations which attend it, it certainly merits the highest attention and regard of those whose situation may enable them to make a candid trial of the utility of the invention, whenever opportunity may occur of entering into the experiment without risk."—EDITOR.

PHILOSOPHICAL PAPERS,

AND USEFUL NAVAL PROJECTS.

On the Cause of Winds. From Dr. GREGORY'*s Economy of Nature.*

THE opinions of philosophers have varied much respecting the cause of winds, and many of their theories are little more than mere conjectures; but it must be confessed, that electricity, and a chemical knowledge of air, have latterly in some degree improved our imperfect acquaintance with these aerial currents.

When a fire is made in the open air, the rarefied part of that fluid will ascend in a current, and the cooler and denser air will rush in on all sides; in consequence of which a wind is generated, and blows constantly towards the fire. The wind produced in this manner will be too inconsiderable to be perceived at any great distance; but the rarefactions which arise from natural causes may be such as to agitate our atmosphere sufficiently to produce those torrents of air, which have always a powerful effect on Nature, and which sometimes overwhelm and destroy the fairest productions of human art.

Winds are commonly divided into three classes, *viz. general, periodical,* and *variable* winds.

General or permanent winds blow always nearly in the same direction. In the Atlantic and Pacific oceans, under the equator, the wind is almost always easterly; it blows, indeed, in this direction on both sides of the equator, to the latitude of 28°. More to the northward of the equator, the wind generally blows between the north and east, and the farther north we proceed, we find the wind to blow in a more northern direction; more to the southward of the equator it blows between the south and east; and the farther to the south the more it comes in that direction.

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[*] The inconvenience attending the use of flag-signals in tempestuous weather, and the inefficacy of them in very calm weather, is universally admitted by all experienced nautical men.

Between the parallels of 28° and 40° south latitude in that tract which extends from 30° west to 100° east longitude from London, the wind is variable, but it most frequently blows from between the N. W. and S. W. so that the outward-bound East India ships generally run down their coasting on the parallel of 36° south.

Navigators have given the appellation of *trade winds* to these general winds.

Those winds which blow in a certain direction for a time, and at certain stated seasons change and blow for an equal space of time from the opposite point of the compass, are called *monsoons*. During the months of April, May, June, July, August, and September, the wind blows from the southward over the whole length of the Indian ocean; *viz.* between the parallels of 28° N. and 28° S. lat. and between the eastern coast of Africa and the meridian, which passes through the western part of Japan; but in the other months, October, November, December, January, February, and March, the winds in all the northern parts of the Indian ocean shift round, and blow directly contrary to the course they held in the former six months. For some days before, and after the change, there are calms, variable winds, and tremendous storms, with thunder.

Philosophers differ in their opinions respecting the cause of these periodical winds; but the most probable theory of the general trade winds is, that they are occasioned by the heat of the sun in the regions about the equator, where the air is heated to a greater degree, and consequently rarefied more than in those parts of the globe which are nearer the poles. From this expansion of the air, in these tropical regions, the denser air in higher latitudes rushes violently towards the equator, from both sides of the globe. By this conflux of the denser air, without any other circumstances intervening, a direct northerly wind would be produced in the northern tropic, and a southern one in the other tropic; but as the earth's diurnal motion varies the direct influence of the sun over the surface of the earth, and as by that motion this influence is communicated from east to west, an easterly wind would be produced if this influence alone prevailed. On account of the co-operation of these two causes at the same time, the trade winds blow naturally from the N. E. on the north, and from the S. E. on the south of the line, throughout the whole year; but as the sun approaches nearer the tropic of Cancer in our summer season, the point towards which these winds are directed will not be invariably the same; but they will incline more towards the north in that season, and more towards the south in our winter.

The *land and sea breezes* in the tropical climates may be considered as partial interruptions of the general trade winds, and the cause of these it is not very difficult to explain. Water being a much better conduct of heat than earth, the former is always of a more even temperature; during the day, therefore, the land becomes considerably heated, the air rarefied, and consequently in the afternoon a breeze sets in from the sea, which is less heated at that time than the land. On the other hand, during the night, the earth loses its surplus heat, while the sea continues more even in its temperature; towards morning therefore, a breeze regularly proceeds from the land towards the ocean, where the air is warmer, and consequently more rarefied than on shore.

The *cause of the monsoons* is not so well understood as that of the general trade winds; but what has been just remarked suggests at least, a probable theory on the subject. It is well known, that at the equator the changes of heat and cold are occasioned by the diurnal motion of the earth: and that the difference between the heat of the day and the night, is almost all that is perceived in those tropical regions; whereas in the polar regions the great vicissitudes of heat and cold are occasioned by the annual motion of the globe, which produces the sensible changes of winter and summer; consequently, if the heat of the sun was the only cause of the variation of the winds, the changes, if any, that would be produced by those means in equatorial regions ought to be diurnal only; but the changes about the pole should be experienced only once in six months. As the effects arising from the heat of the sun upon the air, must be greater at the equator than at the poles, the changes of the wind arising from the expansion of the air by the sun's rays, must be more steady in equatorial than in polar regions. The incontrovertible evidence of navigators proves this truth, that winds are more variable towards the poles, and more constant towards the equator. But in summer, the continual heat, even in high latitudes, comes to be sensibly felt, and produces changes on the wind, which are distinctly perceptible. In our own cold region the effects of the sun on the wind are felt during the summer months; for while the weather in that season of the year is fine, the wind generally becomes stronger as the time of the day advances, and dying away towards the evening, assumes that pleasing serenity so delightful to our feelings. Such are the diurnal changes of the wind in northern climates. The annual revolution of the sun produces still more sensible effects. The prevalence of the western winds during summer we may attribute to this cause, which is still more perceptible in France and Spain; because the continent of land to the eastward, being heated more than the waters of the Atlantic ocean, the air is drawn during that season towards the east, and consequently produces a western wind.

But these effects are much more perceptible in countries near the tropics than with us; for when the sun approaches the tropic of Cancer, the soil of Persia, Bengal, China, and the adjoining countries, becomes so much more heated than the sea to the southward of those countries, that the current of the general trade wind is interrupted, so as to blow, at that season, from the south to the north, contrary to what it would do if no land was there. But as the high mountains of Africa, during all the year, are extremely cold, the low countries of India, to the eastward of it, become hotter than Africa in summer; and the air is naturally drawn thence to the eastward. From the same cause it follows, that the trade wind in the Indian ocean, from April till October, blows in a north-east direction, contrary to that of the general trade wind in open seas, in the same latitude; but when the sun retires towards the tropic of Capricorn, these northern parts become cooler, and the general trade wind assumes its natural direction.

Having given the most obvious causes of the periodical monsoons in the Indian seas, it is necessary to observe, that no monsoon takes place to the southward of the equator, except in that part of the ocean adjoining to New Holland. There the same causes concur to produce a monsoon as in the northern tropic, and similar appearances take place. From October till April the monsoon sets in from the north-west to the south-east, opposite to the general course of the trade wind on the other side of the line; and here also the general trade wind resumes its usual course during the other months, which constitute the winter season in these regions. It may not be improper to conclude this account of the tropical winds, by enumerating *some of the principal inflections of the monsoons.*

Between the months of April and October the wind blows constantly from W. S. W. in all that part of the Indian ocean which lies between Madagascar and Cape Commorin, and in the contrary direction from October till April, with some small variation in different places; but in the bay of Bengal these winds are neither so strong nor so constant as in the Indian ocean. It must also be remarked, that the S. W. winds in those seas are more southerly on the African side, and more westerly on the side of India; but these variations are not so great as to be repugnant to the general theory. The cause of this variation is, as was before intimated, that the mountainous lands of Africa are colder than the flatter regions of Arabia and India; consequently, the wind naturally blows from those cold mountains in the summer season towards the warmer lands of Asia, which occasions those inflections of the wind to the eastward during the summer months. The peninsula of India lying so much farther to the south than the kingdoms of Arabia and Persia, adds greatly to the effect; because the wind naturally draws towards them, and produces that easterly variation of the monsoon which takes place in this part of the ocean; while the sandy deserts of Arabia draw the winds more directly northward near the African coast. A similar chain of reasoning will serve to explain any other inflections or variations that may occur in the perusal of books of travels.

The variable winds which take place in these climates depend upon different causes, but I am inclined to agree with M. Brisson in attributing them chiefly to electricity. It is to be remembered, that whatever destroys the equilibrium of the air, in other words, any cause which produces a sudden rarefaction in any part of the atmosphere, produces a current of wind towards the part where the rarefaction takes place; winds are therefore not only produced by the earth being heated in a particular part, but by thunder storms or other electrical phenomena. The rays of the sun are also sometimes obstructed by clouds or mists in particular places, and one part of the world, or even of a particular country, will consequently be less heated than another; in that case there will always be a current of air from the cold to the warm region. Besides this, the falling of rain or other circumstances, produce occasional alterations in the temperature, and whenever these take place in any country, they must be attended with wind. The great Bacon was the first who attempted a theory of the winds; the following is *a sketch of his general principles, with a few additions by modern observers.*

At sea the winds are more regular than at land, for there nothing opposes their progress or alters the sun's influence. The air at sea is more equable as well as more constant; at land it blows in fits of force and intermission, but at sea the current is strong, steady, and even.

In general at sea, on this side the equator, the east and north winds are most violent and boisterous; on the contrary, at land the west and south winds most frequently produce hurricanes and tempests.

The air is often seen to move in two contrary currents, and this almost ever previous to thunder. The clouds in such a case, are seen to move one way, while the weather-cock points another.

Dr. Perkins, of Boston, in America, supposes those dreadful convulsions of nature called *hurricanes,* are caused by some occasional obstruction in the usual and natural progress of the equatorial trade winds. The reason he assigns for this conjecture, is the more than usual calm which commonly precedes them. In the natural course of the trade winds, the air rises up in the line and passes off towards the poles, and in the more contracted degrees of the higher latitudes, takes the course of the west trade winds; so that could their ascent be prevented through the whole circle of the zone, there would be no more west winds in those latitudes than in any other; very violent rains and cold, however, tend to check the ascent of air out of this circle, rather causing it to descend. Great clouds and vapour generate cold and wet, while rain beats down the air, and as these prevent the rising of the air out of the line, so they hinder its usual progress from the tropics on both sides; hence are occasioned the calms which usually precede hurricanes. Calms, in these tropical regions, are caused by the ascent of the air into the higher part of the atmosphere, instead of its remaining near the line; the accumulation of air above, then becomes heavier by the cold which it meets in those regions, and descends into the more rarefied region below. These heavy gales, therefore, will continue to descend till the upper regions are entirely exonerated.

There are *signs by which the Indians taught our planters to prognosticate the approach of an hurricane.* The hurricane comes on either in the quarter, or at the full change of the moon. If it comes on at the full, then at the preceding change the sky is troubled, the sun more red than usual, there is a dead calm below, and the mountain tops are free from those mists which usually hover about them. In the caverns of the earth and in wells, you hear a hollow rumbling sound, like the rushing of a great wind. At night the stars seem much larger than usual, and surrounded with a sort of burs; the north west sky has a black and menacing appearance; the sea emits a strong smell, and rises into vast waves often without any wind. The wind itself now forsakes its usual steady easterly stream, and shifts about to the west; whence it sometimes, with intermissions, blows violently and irregularly about two hours at a time. The same signs take place at the full moon: the moon herself is surrounded with a great bur, and sometimes the sun has the same appearance.

The *harmattan* is a very singular wind, which blows periodically from the interior parts of Africa towards the Atlantic ocean; the season in which it prevails is during the months of December, January, and February: it comes on indiscriminately at any hour of the day, at any time of the tide, or at any period of the moon, and continues sometimes only a day or two, sometimes five or six days, and it has been known to last fifteen and sixteen days. There are generally three or four returns of it every season. It blows with a moderate force, but not quite so strong as the sea breeze.

A fog or haze is one of the peculiarities which always accompany the harmattan. The English, French, and Portuguese forts at

Whydah are not quite a quarter of a mile asunder, yet are frequently quite invisible to each other; the sun concealed the greatest part of the day, appears only about a few hours at noon, and then of a mild red, exciting no painful sensation on the eye. The particles which constitute this fog, are deposited on the leaves of trees, on the skins of the negroes, &c. and make them appear whitish.

Extreme dryness makes another extraordinary property of this wind, no dew falls during its continuance, vegetables are withered, and the grass becomes dry like hay. The joints of a well-laid floor of seasoned wood open sufficiently to admit the breadth of a finger between them, but become as close as before on the ceasing of the harmattan. The human body does not escape the parching effects of this wind: the eyes, nostrils, lips, and palate, are rendered dry and uneasy, the lips and nose become sore, and though the air is cool, there is a troublesome sensation of pricking heat on the skin. If the harmattan continues four or five days the scarf skin peels off, first from the hands and face, and afterwards from the rest of the body.

Though this is so fatal to vegetable life, and occasions these troublesome effects to the human species, it is nevertheless highly conducive to health; it stops the progress of epidemics, and relieves the patients labouring under fluxes and intermittent fevers. Infection is not easy at that time to be communicated, even by inoculation. It is also remarkable for the cure of ulcers and cutaneous diseases.

The sirocco (so called by the Italians, because it is supposed to blow from Syria; and in the south of France the Levant wind), resembles in some of its effects the harmattan, but it differs from it in being extremely insalubrious.

An extraordinary blasting wind is felt occasionally at Falkland's Islands; happily its duration is short, it seldom continues above twenty-four hours. It cuts the herbage down as if fires had been made under them; the leaves are parched up, and crumble into dust. Fowls are seized with cramps so as never to recover. Men are oppressed with a stopped perspiration, heaviness at the breast, and sore-throat, but usually recover with care. A. C.

* * *

MR. EDITOR, *Chelsea, 20th Jan.* 1801.

AS I have refitted the *Acorn* yacht for experiment, I should be happy, through so favourable a channel, to introduce her to public notice, and therefore shall be much obliged by your insertion of the inclosed in the Naval Chronicle for January, its continuation in February, and conclusion of her description in March. I am, Sir,

Your most obedient Servant,

GEO. BURGHALL.

IN the following attempt to make the Acorn yacht a model of general acceptation and utility, by plain, rational, as well as by sensible demonstration, the Author finds it necessary to begin *analytically* so that we may rebuild her *synthetically* ; and the rather so, as her *synthesis* or *combination* in the first instance, was only the work of five minutes, but this, her *analysis*, a work of five years. She is not, therefore, the child of a *puny theory*, as some may have supposed ; but she will be found the parent of *a theory in nautics*, as useful and clear as it is extensive and delightful ; *a theory which*, but for the most obvious reasons in the mind of the Author, *ought long ago to have been promulgated*, but

"*Our Country first ! and next all human race !*"

Five years attendance, however, and a strict adherence to this maxim, may be reasonably supposed sufficient to release the Author, *at his time of life*, from this important but *well-qualified* obligation, whether it be considered morally or politically. At the same time, it may, perhaps, acquit him of at least one or other of those heavy charges on which *projectors* (as they are called) are commonly indicted, *the charge of vanity or avarice !*

Now, when the Author asserts that this vessel is not the child of a *puny homebred theory*, it is because she really bears within herself (as shall hereafter be very amply set forth) an analogy great and just, wide-extended, yet fixed and invariable. She is equally deserving the contemplation of the seaman, the geometer, the ship-builder, and of the natural philosopher, who will think themselves repaid by such their respective researches ; as will the Author of the vessel by demonstrating *in the mean time* her practical utility ; and proving from her construction and properties, that *the best bark is that which carries most cargo with safety in the least time.* She is founded on an immutable system ; and because geometry is the only branch of the family of philosophy that *with sorrow and compassion for her sisters in science*, will never bow down to fancy, to fashion, or caprice ; but in spite of all the efforts of our modern nautical empyrics to effect it, laughs at *but roundish* circles, and *but squarish* things, it thereby instructs the Author to inform the builders (he means not the shipwrights), that they *lost the basis of their art*, when they either lost or departed from the rationale of their old method of finding the tonnage, from a composition of three terms, separated by a fourth, as shall be shown at any time *to such as may desire it.* At present a ship is described by two tonnages, which is absurd in the artist, because it perplexes the pilot, the ship-master, the merchant, and the customs ; it is at once injurious to commerce and to the revenue, and must be reformed, but most especially for the safety of navigation. To recover this, their loss of *true tonnage*, and thereby to effect this reform, they need only to have recourse to *planimetry*, to *stereometry*, and to *statics*; the result will soon convince them of their present errors, and that *no ship can act well her part* towards the seaman, or the merchant, unless her form is analogous to that ancient rule for tonnage. A *modern form* is best measured by a *pint pot*, and of course the doctrine we have been so much stunned with, about bluff bows and clean tails, is all mere jargon and nautical nonsense; for, *if the centre of gravity of any body immersed in a fluid be in the vertical line which proceeds downwards from the point or common centre of gravity of its surface, that solid will either remain at rest or descend in that vertical line, but it will never be at rest unless these centres are on the same vertical line.* Let the Acorn's construction be consulted for this, and for the rationale of the ancient rule for tonnage, neither of which can be looked for in the bluff-bows with clean tails, nor in the swiftest arrows, or in the sharpest darts that are to be found in all our nautical mythology. These discoveries will also so far reclaim the wandering opinions, and correct the vitiated professional habits, as to oblige mankind soberly and candidly to confess, not only that a ship in its first conception, completion, and remotest extent, is one of the grandest problems before the human mind; but that it is a subject in which (being duly considered) the most sordid avarice, the grossest ignorance, and the vainest pretensions, must give way to, and in the end bow down to the reputation and honour of the artist ship-builder, as time will show by drawing aside their veil of mystery.

I shall, therefore, conclude for the present with reference only to a *precis of the Acorn yacht* (published in December 1799), at Egerton's, Charing-Cross, just observing, that on a keel of twenty one feet six inches, out and out (her beam remaining for a while problematical), and with 6, 75 tons of *iron cargo from the scales*, she draws 3, 46 feet water, and that her *buoyancy and stability are wonderful!* That her builder, five years ago (at the Jamaica Coffee-house), publicly declared her the *best sea-boat* he ever built or ever sailed in; which was repeatedly confirmed to me by him, and by the sailmakers, and others who sailed in her together; while I must in candour also observe, that since that time few of her *outside visitors* will as yet allow her to go to windward; and that fewer still of distinguished official character can think favourably of her at all. *With these kind of philosophers therefore I am at issue*; but more of this in my continuation, and in a more proper place, as there is already enough to reflect on; and because her form has been long since greedily and meanly, that is to say, privately and imperfectly imitated.

CORRESPONDENCE
WITH
THE FRENCH GOVERNMENT
RELATIVE TO PRISONERS OF WAR.

AT a former period of the present war it became necessary, in order to vindicate the character of this country for good faith and humanity, to render public the proceedings and correspondence between the Government of Great Britain and France with respect to prisoners of war. The whole was submitted to a Committee of the House of Commons, and became the subject of a Report, followed by certain resolutions unanimously adopted by the House.

The following Correspondence may be considered as a Supplement to the Documents which were printed with that Report, and the motives for rendering it public are the same as on the former occasion. By this collection of important papers it obviously appears, that all the complaints which have been made upon the subject of the treatment experienced by the prisoners, are utterly unfounded, and that the mortality which now prevails among those wretched men has arisen either from the total neglect of the Consular Government to supply them with clothing, or from their own imprudence in disposing of their provisions by gaming, and other such practices. The Consulate, notwithstanding the repeated applications made to them upon the subject, obstinately refuse to supply the prisoners with the necessary clothing, upon the pretence that "custom has established, that each belligerent power should bear the charge of whatever became requisite for the persons of the prisoners in custody, reserving to be settled at a general peace the advances made for clothing." The melancholy situation to which the prisoners have been thus reduced, has called forth the wonted exercise of the humanity of his Majesty, who, considering them as destitute fellow-creatures, has ordered them, for the present, to be provided with the clothing of which so much they stand in need. The following selections from the Official Correspondence, will, we think, be found highly interesting:—

(No. 1.)

SIR, *Admiralty-Office, 12th Dec. 1799.*

The Commissioners for conducting his Majesty's Transport Service, and exchanging prisoners of war, having, in their letter of this date, transmitted to us one they had received from Captain Cotes at Paris, stating, that the French Government would take charge of the English prisoners in France from the 1st of the next decade (the 11th inst.) and that the English Government was to provide for the French prisoners in England: we send you herewith copies of the said letters, for his Majesty's information and commands, and are, &c.

(Signed) SPENCER.
ARDEN.
To the Right Hon. Henry Dundas. T. GAMBIER.

(No. 2.)

SIR, *Transport-Office, 12th Dec.* 1799.

We inclose, for the information and direction of the Right Honourable the Lords Commissioners of the Admiralty, copy of a letter which we have just received from Captain Cotes at Paris, dated the 7th instant. We are, &c.

(Signed) RUP. GEORGE.
AMBROSE SERLE.
W. H. OTWAY.
To Evan Nepean, Esq. &c. JOS. HUNT.

(No. 3.)

GENTLEMEN, *Paris, 7th Dec.* 1799.

Inclosed you have a duplicate of my last; and by the present occasion I have to acknowledge the receipt of yours (No. 81 and 82), of the 22d and 29th ultimo, with their several inclosures. I shall have the honour of replying to them particularly to-morrow; for the present, time obliges me to confine myself to one object; that of communicating to you a circumstance of much importance, which has just taken place.

The Minister of the Exterior having, by note, expressed his wish to see me, I waited upon him, and learned that, in consequence of orders from the Consuls, he had to inform me that the French Government would take charge of the English prisoners in France from the 1st of the next decade (the 11th inst.), and that the English were to provide for the French prisoners in England. I endeavoured to expose to him the impossibility of such an event taking place; first, from the nature of the contracts lately entered into for the maintenance of the prisoners, and next, from the shortness of time, which would not admit of my receiving any directions from you, from whose authority alone I was empowered to act. He replied, that such were the orders of the Consuls, and that I must enter into details with M. Bonjour, the chief of the sixth division for the prisoners of war.

Under these circumstances, I have, Gentlemen, thought proper to write to the Minister to day, informing him that I could not look upon the communication I had the honour to receive from him yesterday as official, and that a written authority could alone constitute it so; that I must necessarily submit to the orders that were to be given, but that I would by no means consent to receive them without the approbation of my Government; and further, that as your agent, I would never submit to receive any orders that did not emanate from it.

Thus the business stands at present, and you will no doubt, Gentlemen, see the necessity of adopting speedy measures, and furnishing me with your directions for my future conduct in this affair without delay. I have the honour to be, &c.

(Signed) JAMES COTES.

To the Commissioners for the Transport Service.

No. 4. is a letter from the Duke of Portland to the Lords Commissioners of the Admiralty, informing their Lordships his Grace had laid Captain Cotes's letter before the King—attributing the departure from the arrangement to the French Government, and protesting against such departure from an agreement which tended to mitigate the calamities of war, orders Captain Cotes to be instructed to ascertain exactly the rate of daily allowance made to each man by the French Government; and should any difference exist between such allowance, and what was issued by him under the late arrangement, desires that such difference may be supplied at the expence of this Government: respecting French prisoners on parole in this country, they are to have the same rations of provisions, from the date of the French ceasing to supply them, as they had before the late arrangement.—Clothing to be furnished by the French Government.—In order that the real grounds of the change may not be misrepresented or mistaken, his Grace desires his letter should be communicated to Niou, the then French agent.

No. 5 and 6. Letters from Niou respecting the measures then taking by the Consuls of France, in order to carry into effect their resolution, and enclosing the decree of the Consuls of the French Republic on that subject.

No direct answer was given to M. Niou's letters; the intentions of Government, as stated in the Duke of Portland's letter, having been conveyed to him through the Commissioners of the Transport Service, by whom he was, at the same time, informed that no official communication from him respecting prisoners could be received through any other channel.

(No. 10)

SIR, *Transport Office, 22d April, 1800.*

Having directed Captain Woodriff, the superintendant at Norman Cross prison, to report to us on the subject of some complaints made by the prisoners confined at that place, he has informed us of a most pernicious practice among the prisoners which he has used every possible means to prevent, but without success:—some of the men, whom he stated to have been long confined without receiving any supplies from their friends, have only the prison allowance to subsist on, and this allowance he considers sufficient to nourish and keep them in health, if they received it daily; but he states this is not the case, although the full ration is regularly served by the steward to each mess of twelve men. There are in those prisons, he observes, some men, if they deserve that name, who possess money, with which they purchase at the daily market whatever is allowed to enter, and with those articles they purchase of some unfortunate and unthinking fellow-prisoner, his ration of bread for several days together, and frequently *both bread and beef for a month*, which he, the merchant, seizes upon daily, and sells out again to some other unfortunate being on the same usurious terms, allowing the former *one halfpenny worth of potatoes daily* to keep him alive; not contented with this more than savage barbarity, he purchases next his clothes and bedding, and sees the miserable man lie naked on the plank, unless he will consent to allow him one halfpenny a night to lay in his own hammock, and which he makes him pay by a further deprivation of his ration when his original debt is paid. Thus, Captain Woodriff adds, it will be found that the origin of the distress so much complained of by the prisoners is entirely among themselves, for it is daily detected by him and punished as rigorously as possible, but without the desired effect. In consequence of this representation, we have now directed Captain Woodriff to keep a list of every man of the description of merchants above mentioned, in order that they may be put at the end of the list of exchange, and we have no doubt but you will approve of the measure, and inform the prisoners of your determination to punish accordingly all such as shall be guilty of a traffic so injurious to their fellow-creatures. We are, &c.

(Signed) RUPERT GEORGE.
AMBROSE SERLE.
JOHN SCHANK.
M. Otto. JOSEPH HUNT.

(No. 11.)

SIR, *Transport-Office, 20th May,* 1800.

The Commissioners for sick and wounded seamen having transmitted to us an extract of a letter which they have received from Mr. Griffin, their surgeon, at Forton, stating that several prisoners have been received into that hospital in a state of great debility, owing to their having disposed of their ration of provisions for a week, a fortnight, and in some instances, for a month, at one time; we have felt it our duty to direct that such persons as may be discovered to have been concerned in purchasing any articles of provisions, clothing, or bedding, of another prisoner, should be confined in the black-hole, and kept on short allowance for ten days; and also should be marked as having forfeited their turn of exchange.

We are confident that you will agree with us as to the expediency of taking some strong measures to prevent so pernicious a traffic as that above-mentioned, and that you will second our endeavours for that purpose. We are, &c.

(Signed) JOHN SCHANK.
W. A. OTWAY.
M. Otto. JOS. HUNT.

No. 12, 13, 14, 15, 16, 17. Commissioners of Transports complain to M. Otto, that the French prisoners are in great want of clothing, and recommend him to prevent the calamitous consequences which must ensue, if the French Government do not cause a supply to be given them.

(No. 18.)

SIR, *Transport-Office, 11th Sept.* 1800.

We inclose, for your information, a copy of a letter which we have this day received from Mr. Holmwood, the agent for prisoners of war at Portchester, and also a copy of the one therein referred to from several French prisoners confined at that place, stating that they are in a very miserable condition from the want of clothing.

We cannot pass this opportunity without again recommending to your most serious attention the absolute necessity that there is of causing some clothing to be distributed among the French prisoners without delay, We are, &c.

(Signed) RUPERT GEORGE.
AMBROSE SERLE.
M. Otto. JOSEPH HUNT.

(No. 19.)

GENTLEMEN, *Portchester Castle, 10th Sept.* 1800.

I beg leave to inclose you a letter I have this day received from the prisoners at this depôt, stating the deplorable state they are in for want of clothing. I have the honour to be, &c.

(Signed) JOHN HOLMWOOD.

Commissioners for the Transport Service, &c.

(No. 20.)

(TRANSLATION.)

The French Prisoners of War to Mr. HOLMWOOD, *Commissary at Portchester Catsle.*

SIR, *Portchester, 10th Sept.* 1800.

You have so often, and so generously, given us proofs of your feelings for our unfortunate situation, that we believe we may implore, through you, a relief the more urgent, as it becomes indispensable.

It cannot be necessary to lay before you a minute picture of the state of nakedness to which we are reduced; a state the more deplorable, as our debilitated bodies are the more susceptible of the severity of the season, and the want of repose.

The many sufferings we endure from the total want of clothing, and other necessaries of this kind, are already so well known to you, that there can be no difficulty in your interceding in our favour.

We cannot doubt of your complying with our expectation in this respect, or, at least, that you will contribute every means in your power to alleviate the misfortunes of persons sinking under the weight of calamity; and you will, by these means, add to the respectful sentiments with which, we are, &c.

(Signed by a considerable number of prisoners.)

No. 21. Complaints from Commissioners of Transports to M. Otto, on the miserable state of the prisoners.

(No. 24.)

(TRANSLATION.)

The Commissary of the French Republic in England, to the Commissioners of the Transport Board.

London, 27th Vendemiaire, 9th year of the French Republic (*19th Oct.* 1800.)

GENTLEMEN,

I have received the letter which you did me the honour of writing yesterday, in order to inform me that the reports from your agents at the depôts continue to represent, in the most urgent manner, the necessity of providing clothing for the French prisoners of war, before the commencement of the severe weather which may be immediately expected.

I can only deeply lament the deplorable situation to which these unfortunate men are reduced, and my own inability to provide clothing for them without having received the necessary orders and instructions from my Government to enable me to defray this expence. I shall not fail, however, again to represent to the French Government the urgent wants of our prisoners, and to recommend to it to adopt, in its wisdom, such measures as the circumstances may appear to require.

I must nevertheless observe to you, that the French Government, having undertaken to clothe all the prisoners whom the chance of war has thrown into its hands, had reason to expect a reciprocal attention on the part of Great Britain; and although the prisoners now detained in France are not exactly English, nevertheless they belong to powers in alliance with his Majesty. You will perceive from the copy of the inclosed *arrêté*, that these prisoners are provided with clothing at the expence of the French Government.

I have the honour to be, &c.

(Signed) Otto.

(No. 25.)

(TRANSLATION.)

LIBERTY. EQUALITY.

Extracts from the Register of the Deliberations of the Consuls of the Republic.

Paris, 23 *Ventose*, 8*th year*, (14*th Mar.* 1800.)

The Consuls of the Republic, considering that prisoners of war are entrusted to the care and humanity of the nations in the power of which they are placed by the chance of war, decree,

1. The Ministers of War and of the Marine shall ensure, by every possible means, subsistence and clothing to the Russian, Austrian, and English prisoners of war. They shall take care that they are treated with all the attention and indulgence consistent with public safety.

2. They shall moreover take every necessary measure for the purpose of accelerating the exchange of prisoners.

The First Consul, (Signed) Bonaparte.

Hugues B. Maret, Secretary General.

The Minister of War and for the Colonies,

A true copy. (Signed) Forfait.

The Commissary of the French Government in England.

(Signed) Otto.

(No 28)

(TRANSLATION.)

The Commissary of the French Republic in England, to the Commissioners of the Transport-Office.

London, 7th Brumaire, 9th year of the French Republic, (29*th Oct.* 1800.)

Gentlemen,

I have had the honour of making various representations to you relative to the insufficiency of the ration allowed by the British Government to the French Prisoners, whom the fortune of war has thrown into your hands. The fatal effects of this diminution of food are already but too sensibly felt; I have now before me a list of those who have died, and I perceive that the number is almost four times greater than that of last year at the same period; for, during the course of one month only, the number of deaths has amounted to *one hundred and ten*, while they did not exceed twenty during the same month of the preceding year. But this comparison, however afflicting it may appear, is only the first outline of the picture I shall be obliged to lay before you in a few months, unless the most effectual means are speedily adopted, in order to prevent the consequences which must otherwise result from the wretched situation of the prisoners. Indeed it is impossible to look at the state of the different depôts, without being convinced of the fate which inevitably awaits them.

My letters from Liverpool state, " That the number of deaths, during the present month, has greatly exceeded that of former periods, even when the depôt contained double the number of prisoners. This sudden mortality, which commenced at the close of last month, is the consequence of the first approach of cold weather; all, without a single exception, have perished from debility. The same fate awaits many more of these unfortunate beings, already half starved from want of proper food, and obliged to sleep upon a damp pavement or a few handfuls of rotten straw. Hunger, or their own imprudence, has deprived them of their clothes; and now, the effect of the cold weather obliges them to part with a share of their scanty subsistence to procure clothing. In one word, their only hope is a change in their situation, or death."

The accounts from Portchester are not less alarming. " The prisoners are reduced to a state of dreadful meagreness. A great number of them have the appearance of walking skeletons. One has been found dead in his hammock; another fell out of his from mere debility, and was killed by the fall. The greater part of those sent to the hospital die in a short time; others, as soon as they are received there. In short, there is every appearance that the severe season on which we are now entering will destroy more than one half of these unfortunate men."

" It would be useless to state the misery endured by the prisoners here, (writes my Correspondent at Norman Cross); many of them hasten, by their own imprudence or misconduct, the fate which awaits them all, if things remain in the state they now are. Hunger compels them to sell every thing they possess, and in so doing they only add to their own wretchedness. Many are literally naked.—Amongst those, who by their fortitude and good conduct have avoided these excesses, are to be perceived the melancholy and slow, but certain effects of a ruined constitution; and if an immediate remedy is not applied, a cruel death must soon terminate their sufferings."

These details, Gentlemen, are accompanied by bitter reflections which I forbear to repeat. I shall also pass over in silence the accounts received from other depôts, which would only be an afflicting repetition of what you have just read. The ration issued to the prisoners proved insufficient even during the fine weather. On this point I appeal to persons who have seen the prisons; and experience is a sufficient proof of it. Urged by the most pressing wants, the prisoners have employed their small resources in making up the deficiency of the ration. Those who were without pecuniary means sold even their clothing. They are now naked and enfeebled by privations of every kind. The keen air of winter will sharpen the cravings of hunger, and they must soon experience the severity of cold weather without possessing the means of defending themselves against it.

Such is the situation of French prisoners in England. In France, on the contrary, the English, the Russians, and the Austrians, who have fallen into our hands, not only receive a wholesome and plentiful subsistence, but are clothed at the expence of the Republic, and enjoy a degree of liberty which the French prisoners are not allowed in this country. At every period of war, a great number of prisoners have had permission to leave the depôts, to carry on different trades, and to earn by the fruits of their labour even more than would have provided them with a comfortable support.

Whatever may be the intentions of the British Government with respect to the Frenchmen now groaning in irons, I request, in the name of humanity and the sacred law of nations, that you will lay before that Government this picture of their situation. It cannot fail to affect every feeling mind. It has already made an impression on you, Gentlemen, and you have ordered a great number of invalids to be sent home. The agents entrusted with the charge of selecting the prisoners falling under this description have discharged their duty in the most humane manner, and I owe to you, as well as to them, my grateful thanks for their conduct on this occasion.

I cannot conclude this letter without replying to two objections which may appear at first sight to palliate the difference of treatment experienced by the prisoners of the two nations. "The Republic (it has been said) may easily provide for the subsistence of English prisoners, because there are very few in France." But if the chance of war has thrown a greater number of prisoners into the power of Great Britain, the duties of humanity ought certainly to plead more forcibly in their favour in proportion as their numbers increase at the respective depôts. And on the other hand, ought not the Russians, the Austrians, Neapolitans, Bavarians, &c. now prisoners in France, to be taken into the account? Their number is at least equal to that of the French confined in England. Are they not subsisted at the expence of the Republic? And do not the subsidies paid to their respective Sovereigns appear to assimilate them to British subjects?

I have also been told, "that the people here are not better fed than the prisoners." If the scarcity of provisions is so notorious that Government, notwithstanding its solicitude, cannot relieve the wants of the people, why should Government unnecessarily increase the consumption by feeding more than twenty-two thousand individuals? I have already had the honour of laying before you two proposals upon this subject, namely, that of ransoming the prisoners, or that of sending them back to France on parole. Either of these alternatives would afford an effectual remedy for the evil in question; the plan of parole has already been adopted with respect to the French fishermen. No complaint of want of punctuality in this arrangement has hitherto arisen. A measure of the same nature for all the other prisoners would be equally sacred, for no Government unquestionably would allow itself to break an engagement of this description.

If neither of these proposals are acceded to by the British Government, there still remains another resource, hitherto solicited in vain by the prisoners themselves, but which, however, has never before been denied by any Government to the greatest criminals—the resource of their own industry. The ingenious, but frivolous articles, manufactured by these unfortunate persons from the bones which are left of their rations, are admired. What advantage might they not derive from their industry, if they were allowed to employ it upon objects of trade! Labour would beguile the hours of tedious captivity, and even the nation, at whose expence they are subsisted, would be benefited by their exertions.

I have the honour to be, &c.

(Signed) OTTO.

(No. 29.)

The Commissioners of Transports to M. Otto.

SIR, *Transport-Office, Nov.* 1, 1800.

We have received your letter of the 29th of last month, relative to the present state of the French prisoners of war in this country, and have, agreeably to your desire, transmitted it to the Lords Commissioners of the Admiralty for their consideration; but, at the same time, we cannot help observing, that the distressed situation which you represent the prisoners to be in, is entirely owing either to their being totally destitute of clothing, or to their own imprudence, in disposing of their provisions by gaming, and not, as you assert, to an insufficiency of the ration of provisions issued to them, which is fully enough to keep men, living without labour, in a general state of good health, and certainly affords more subsistence than a great part of the labouring people of this country is able to procure, being, as you well know, a full pound of bread, eight ounces of fresh beef, and above a quart of soup, compounded of vegetables or pease, for each man *per diem*.

We reiterated to you, in our several letters of the 21st of March, 24th of May, 28th of August, 11th of September, and 17th of last month, the miserable situation of the prisoners at all the depôts, from the want of clothing, and the melancholy consequences that were to be expected to ensue if the French Government did not cause them to be supplied with that necessary article, previous to the commencement of the cold weather.

In giving you such timely premonition, we certainly did all that was incumbent on us to do, or that humanity dictated; and we have no hesitation in saying, that if the French Government had expended a few thousand pounds in providing clothing for their people in this country, in proper time, the greater part of the evils of which you now complain would not have existed.

As it is certainly the duty of every state to provide for the support of its people while in captivity, so, whatever may have been its arrangements with respect to victualling, it has been the custom in all former wars between Great Britain and France, for each country to provide clothing for its own subjects; and agreeably to this custom, all the British prisoners in France, as well as the Russian prisoners taken in Holland, are now actually supplied with clothing by our Agent, Captain Cotes, at the expence of this country, although you state as a reason for the French Government not clothing their people here, that the British prisoners in France are clothed at the expence of your Government.

Whatever may latterly have been the effects of the prisoners wanting clothing, it cannot be denied that until very lately the prisoners at all the depôts were generally in as good a state of health as at any former period, even when victualled by their own country. Some, indeed, had fallen victims to an invincible spirit of gaming, by sporting away their allowance of provisions, as well as their clothing, and the bedding with which they had been amply supplied by us; but we believe that the number that has thus suffered has hitherto not been very considerable. In our letters of the 22d of April, and 20th of May last, we represented to you fully the effects of this pernicious practice, which had become so prevalent in the prisons; and we proposed to you a measure which, if adopted, we doubt not would have greatly tended to put a stop to it; but, for what reason we know not, you have not hitherto taken any notice to us of our communications on that subject; and from want of your concurrence, the utmost exertions of our Agents, in pursuance of our orders for prohibiting gaming, have as yet proved ineffectual. While this practice continues, it is evident that if the ration of the prisoners were ten-fold what it is, they would still sport it away; and the circumstance of their now disposing of the rations issued to them, is a proof that it is not on account of the insufficiency of those rations, but merely from the gambling spirit above mentioned, that they also dispose of their bedding and clothing. Indeed, so far from their being obliged to part with their clothing to purchase provisions, it appears, even from your own statement respecting the prisoners at Liverpool that they actually dispose of a part of their subsistence to procure clothes.

With respect to your observation, of the prisoners not being permitted to increase their means of subsistence by labour, which you say "the most severe Administration would not refuse to the greatest criminals," we think it proper to acquaint you, that the prisoners at all the depôts in this country are at full liberty to exercise their industry within the prisons, in manufacturing and selling any articles they may think proper, excepting hats, which would affect the revenue in opposition to the laws, obscene toys and drawings, and articles made either from their clothing or the prison stores; and by means of this privilege, some of them have been known to earn, and to carry off upon their release, more than one hundred guineas each.

Upon this occasion it has become highly expedient for us, once more, solemnly to impress upon your mind the necessity of a speedy relief being afforded to your people, with respect to the article of clothing; a supply of which would materially, if not entirely, remove the principal causes of their present distress.

If you, or rather your Government, delay to furnish this supply, whatever evils may ensue, and these may justly be apprehended, cannot, after such repeated notices as we have for a long time given you, be imputed to this Country, but to the State which, in this instance, has so entirely neglected its own people. We are, &c.

(Signed) RUPERT GEORGE.
AMBROSE SERLE.
JOHN SCHANK.

M. Otto.

(No. 30.)

Extract of a Report made by Commissioner SERLE *to the Transport Board, dated 25th July* 1800.

The prisoners complained of the smallness of the ration, but not of the quality supplied. They wished for more bread, and for beer instead of water. I found, however, that the ration, by their mode of cookery, which is left to themselves, is not quite so insufficient and destitute as some of them chose to represent it.

The French are generally great devourers of bread, and therefore what would be a very competent allowance to an Englishman, appears a contracted one to them; while the meat, which an Englishman would think scarcely enough, is to them a reasonable allowance. The ration of a pound of bread with half a pound of meat, vegetables, &c. digested into a broth or soup, yielding seven quarts *per diem* to every six men, affords a support which our labouring poor rarely have at any time, but certainly not during the present scarcity; and which, to men living without labour, seems enough to maintain them in a general state of good health. And I have been informed by some who are most qualified to know, that the French prisons have never had so few sick as at the present time, Some indeed, who had sported away their allowance in gambling, to prevent which the agents have taken every precaution in their power, are in fact destitute enough, and so they might have been if their ration had been ten times as great. But this is their own fault entirely; and it cannot be expected, that if a prisoner be pleased to throw away his food by vice, Government must be at the expence of supplying him again. However, wherever this has been discovered, particularly as it may be in the article of bread, the whole has been seized by the agent or officers of the prison from the winners, or purchasers, and distributed amongst the prisoners at large.

Many of the prisoners have stalls in a kind of market within the walls, in which, among other articles, they sell provisions and vegetables; and, I am told, acquire considerable sums of money. This interior market is supplied by another without, where there is a free access of the country people with all sorts of provisions, beer, and produce, which they are not allowed to sell but at the fair market-price, so that destitution is only to be found among those few who have been weak or wicked enough to lose their allowance by gambling. I am also informed, that many thousand pounds have been already remitted, and that sums of money are continually remitting from France by the friends of the prisoners, for additional comforts in their situation. This affords a considerable supply to many of their requirements.

Their clothing in general, for which the French Government has ceased to provide (as well as for the victualling), is getting very bad; and to meet the winter fairly, must by some means or other be supplied.

Besides the remittances from France, the prisoners are allowed to sell any kinds of their own manufacture, straw hats (which would interfere with the revenue), and articles made from stores, excepted; by which means some have been known to earn, and to carry off on their release, more than a hundred guineas each. This, with an open market as above mentioned, operates much to their advantage and comfort, and they show their satisfaction in the habits of chearfulness peculiar to themselves.

The prisoners have free access to the several apartments from the opening of the prison in the morning until they are shut up on the approach of night, with the exceptions only of the times when they are fumigating or cleansing, for the preservation of health.

Six prisoners, chosen by the body at large, have access to the cook-rooms every morning when the provisions are brought in, that they may witness to their full weight, and object to any deficiency.

In cases of sickness, the patients are immediately removed, under the direction of the medical people, to the hospital, and supplied with the necessary assistance. Nothing can exceed the cleanliness and decency of the hospitals.

No. 37. Talleyrand reminds Captain Cotes of the *arrêté* which establishes the custom of former wars—and at a general peace the advances of each Government are to be mutually settled.

No. 38. Captain Cotes replies, that the *arrêté* alluded to makes no mention of such custom with respect to clothing—refers to his former letter, in which Captain Cotes apprises Talleyrand that the British Government will provide for their own subjects.

(No. 39.)

MY LORDS, *Downing Street, 4th December*, 1800.

I have received and laid before the King your letter of the 1st instant, inclosing a correspondence between Captain Cotes and the Minister for Foreign Affairs at Paris, relative to the clothing of the French prisoners of war in this country, and I have received his Majesty's commands to desire that the following answer should be made, both through Captain Cotes and M. Otto, to the French Government.

The English Government has seen with the greatest surprise that the Minister for Foreign Affairs, in his letter to Captain Cotes of the 17th November, should remind the latter of the *arrêté* of the First Consul of the 21st November 1799, and that in answer to a representation respecting the want of clothing for the French prisoners in England, he should think it sufficient to observe, that by that *arrêté* the First Consul had determined (among other things) "that the said prisoners should be clothed by the British Government." It can scarcely be necessary to observe to the Minister for Foreign Affairs, that an *arrêté* of the French Government, pretending to prescribe and lay down a rule of conduct to the Government of Great Britain, is not binding upon the latter, and that such a mode of communicating the wishes of the First Consul was not the most likely to procure His Majesty's acquiescence to an arrangement, which, however, he would have equally been obliged to withhold, had it come under his consideration in a form more usually observed between independent States. But this part of the subject is the less material, as this Government did not leave to that of France to collect, either from its own experience or our silence, the determination of his Majesty respecting the clothing of the French prisoners. Immediately on that *arrêté* being received in this country, so far back as the 14th of December 1799, a communication, of which the inclosed is a copy*, was made to the French Government, both through Captain Cotes and M. Niou: and from that period up to the present moment the Commissioners charged with the care of the French prisoners of war in this country have repeatedly urged M. Otto, in the strongest terms, to provide them with clothing, and have forewarned him of the consequences of not attending to their representations. These consequences, with deep regret it is stated, are now too manifest in the misery, the sickness, and the mortality, which prevail in all the depôts of French prisoners in this country; while those of the Dutch, under the same management, and with the same allowance in every respect as the French, but clothed by their own Government, continue to enjoy their usual health.

Considering on the one hand, that the comfort, the health, and even the existence of more than 20,000 French subjects are at stake, and on the other, the peculiar claims (independent of the general feelings of humanity) their relative situation to their country gives them to its protection, his Majesty's Government can scarcely conceive that upon a question which compassion on our part has so often almost obtruded upon the attention of the French Government, and with the knowledge that Government possessed of his Majesty's determination, they should at this season calmly refer to an *arrêté* which they knew twelve months ago must be unavailing to every purpose of relief, and in this hour of urgent distress, assign as the ground of their persevering in that *arrêté* a reason, which, had the subject ever appeared to them of sufficient interest to merit a moment's attention on their part, M. Talleyrand would have known to be without any foundation; namely, "that in former wars the clothing of prisoners of war was furnished at the expence of the Government by which they were detained." Without looking further back than the last war, M. Talleyrand will find that to the humanity and protecting care of the Government then existing in France, and not to this country, were the French prisoners indebted, not only for clothing but also for a small daily allowance (one penny) in money, for the purpose of procuring tobacco,, or other trifling comforts, which habit has rendered to many as necessary as food; and this observation is made here not with any view to a comparison, (which may more properly be drawn by those who now discharge the corresponding duties of humanity and protection, and those who feel the effects of them,) but to impress upon the present Government the necessity of reviving this latter practice, as many prisoners sold their clothing, when they had any, and at present barter their ration (from which nothing can be spared), for tobacco. The want of this article is indeed the more severely felt by the French prisoners, as in the course even of this war it was supplied to them by the French Agent in this country as well as clothing, until they were deprived of the one and the other by the *arrêté* of the First Consul above-mentioned.

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* Vide No. 4.

The French Government must therefore understand, that owing solely to that *arrêté*, and notwithstanding frequent and timely representations from this country, the wretchedness of the French prisoners is now become extreme; that sickness and mortality have already made an alarming progress among them, and must continue rapidly to increase with the increasing severity of the season and that his Majesty, firmly determined not to depart from the resolutions signified to the French Government on the 20th of December 1799, once more takes the only remaining, but hitherto ineffectual method, of solemnly calling upon the French Government to commiserate the sufferings of its own prisoners, and most speedily to provide for their relief. If this last appeal should be attended with no better success than those which have hitherto reached that Government, both on the part of his Majesty, and he has reason to believe on the part of the unhappy prisoners themselves; if the humanity of this country must continue to be shocked by the presence and increase of so much misery, where protection is so much due, and relief might so easily be granted, his Majesty will have the consolation to think that he has done every thing in his power as well to prevent, by timely precaution, as at present to check, by pointing out the immediate but only remedy, a calamity he most sincerely deplores, and which, deeply anxious as he feels on the melancholy occasion, he can only consider, as he does all the other calamities of war, with a reference to what is due to the dignity and honour of his Crown, and to the interests of his people, and as far as these considerations will admit, with a most anxious wish to see them all terminated by the restoration of the blessings of peace. Until that most desirable object can be obtained, he feels it his next duty to urge every thing that can tend to alleviate existing and unavoidable calamities; and under that impression his Majesty cannot omit this opportunity of renewing his most solemn protest, as declared in the Duke of Portland's letter of the 15th of December 1799, against the whole of the *arrêté* above mentioned, by which the French Government, in violation of the agreement then existing between the two countries, refused to provide any longer for the subsistence of its prisoners in this country, and thereby put an end to a measure which had been found by experience to be in the highest degree conducive to the health and comfort of the prisoners on each side, eminently calculated to obviate all misrepresentation, complaints, and recriminations, and thereby to prevent any increase of animosity between two nations whose minds are sufficiently enflamed against each other.

It remains to be added, that his Majesty's Government will only wait the answer to this representation, to render public on this as it has done on a former occasion, during the present war, the whole of its proceedings upon a subject in which his Majesty feels it important that the true state of this case, as affecting the character and the humanity of the respective Governments, should be properly understood by his own subjects, his enemies, and the rest of the world.

I am, &c.

(Signed) HENRY DUNDAS.

On the 22d of December 1800, Mr. Gibbons, the Mayor of Bristol, wrote to Mr. Rose a letter, containing a representation from a Mr. Batchelor and a Mr. Andrews, as to the wretched state of Stapleton prison; in consequence of which, on a representation to the Lords of the Admiralty, Mr. Serle, Commissioner of Transports, and Dr. Johnston, of the Sick and Wounded Office, were directed to proceed to Stapleton prison, to inquire into the alleged complaints. On the 30th of December they addressed the following letter to Mr. Nepean:—

SIR, *Bristol, Dec.* 30, 1800.

We are going on in our business here as fast as possible; but as the inclement season is now setting in with some degree of severity, and as no time, we conceive, should be lost, we would beg to suggest to their Lordships the expediency of one measure, which we now take leave to recommend.

The destitution of clothing has brought on the reigning complaints of the season, and these may be expected to increase, unless this principal cause be removed. The clothing, therefore, shall be hastened, expecting to receive their Lordships' sanction ; but the other measure, which would materially assist, is an allowance, for the four ensuing months only, of a quart of rice and barley gruel, as a breakfast for every three men, to be taken warm as soon as the prisoners are turned out in the morning. This breakfast, which would make them comfortable at a time of day the most important for resisting the impression of the weather, may be given, upon our calculation, at a charge of about one penny for three men *per diem*, or for 20,000 in all the prisons, during the months of January, February, March, and April, at about 4000*l*. on the present prices. We are convinced that this sum, in keeping them out of the hospital, would be saved over and over again, by such an allowance in addition to the clothing proposed.

We take leave earnestly to recommend this measure to their Lordships' consideration, and hope, by an early signification of their pleasure, that it may be put into practice as soon as possible.

We are, &c.

(Signed) AMBROSE SERLE.

Evan Nepean, Esq. JA. JOHNSTON.

(No. 46.)

Letter from Mr. DUNDAS *to the Lords of the Admiralty.*

MY LORDS, *Downing-street, Jan.* 1, 1801.

The French Government having taken no notice whatever of the communication made to them, in pursuance of his Majesty's commands signified to your Lordships in my letter of the 4th ultimo (and which appears to have been transmitted by Captain Cotes to M. Talleyrand on the 12th of that month) respecting the melancholy situation to which the French prisoners in this country are reduced, from want of clothing ; it is but too evident, on the one hand, from the absolute dereliction of these unhappy persons by those who owe them relief, and on the other by the accounts of the rapid and increasing sickness and mortality received from all the depôts (and to which their Government is certainly no stranger), that the persons at the head of that Government, so far from commiserating the sufferings of the prisoners, by some inconceivable calculation of their own, set less value even upon the lives of 22,000 subjects of France, engaged in its defence, and taken fighting its battles, than upon the trifling sum (not exceeding an equal number of pounds sterling), that would be requisite to clothe them.

This being the case, his Majesty can no longer consider them simply as French prisoners, with a reference to the usages of war between civilized nations, and to the frequent communications made by his Majesty's commands to the French Government, but as destitute fellow-creatures, abandoned by that Government, and as such, having no hope left but from the compassion of this country.

Yielding to this feeling, the King, whilst he renews his protest against the pretensions of the French Government, as stated in my former correspondence, has commanded me to signify his Majesty's pleasure, that warm clothing, proper for the season, be provided with the utmost expedition, for all the French prisoners now detained in this country, as the only means of alleviating their distress, and putting a stop to the sickness and mortality already too prevalent among them.

Your Lordships will direct a copy of this letter to be communicated by Captain Cotes to the French Government, in order that it may not be supposed that his Majesty, in receding from his former determination, has in any respect given way to their pretensions, and that no precedent may be drawn from this proceeding, should it ever, unfortunately for the prisoners of France in England, happen at any future period that the French Government should be disposed to follow an example to which many have already fallen victims, and the remainder have justly to impute the unparalleled misery and calamities which, owing solely to want of clothing, they have lately experienced in their captivity."

(No. 47.)

From the Same to the Same.

MY LORDS, *Downing-street, Jan.* 2, 1801.

I have laid before the King your Lordships' letter of the 31st ultimo, transmitting the copy of one from Dr. Johnston and Mr. Serle, representing that the want of clothing has brought on the French prisoners the reigning complaints at this season of the year, and which may be expected to increase unless the principal cause be removed, and proposing that they may be supplied with proper clothing, and, for the four ensuing months only, an allowance to every three men of a quart of rice and barley gruel, to be taken warm as soon as they are turned out in the morning, as a sustenance which would greatly contribute to their health. His Majesty's pleasure respecting clothing having been signified in my letter of yesterday's date, I have only at present to inform your Lordships that the proposal for making, during the four ensuing months, the allowance of rice and barley gruel, suggested by the Commissioners above mentioned, has met with his Majesty's approbation, and to signify to you his Majesty's pleasure that your Lordships are to give directions for its being carried into immediate effect in the manner pointed out in the said letter.

No. 48. In consequence of complaints that the food was unwholesome, an inquiry was instituted; from which it appeared that the food was wholesome.

Next follows an examination of the persons who had given information that the food was unwholesome; it appeared that they spoke from the day they visited, not from general observations; these persons in the public prints contradicted their former statement. The contractors for supplying the different articles were also examined; they had an interest in providing good and wholesome articles. From a statement of the deaths in each month, the former assertions, that in the cold weather more died, were fully proved.

MR. EDITOR,

IT may amuse some of your Naval readers, and afford an honest gratification to their pride, as well as to that of the whole country, to read, in this day of our maritime glory and security, the following records of the condition from which our Navy has risen, and to see that at no very distant periods, an English Prince thought Constantinople too remote to be visited by his fleet, and an English Admiral held the rolling of a three-decker unfit to be endured by persons of "*better sort.*"

In the year 1500, Henry the Seventh thus answered an application from the Court of Rome to send a fleet against Constantinople:

"That no Prince on earth should be more forward and obedient, both by his person and by all his possible forces and fortunes, to enter into this sacred warre than himselfe. But that *the distance of place was such*, as no forces hee should raise for the seas could bee levied, or prepared, but with double the charge, and double the time at the least that they might be, from other Princes, that had their territories nearer adjoyning. Besides, that neither the manner of his ships, having no gallies, *nor the experience of his pilots aud mariners*, would bee so apt for those seas as theirs."—Lord Bacon's Life of Henry VII. ed. 1622, p. 200.

Sir Walter Raleigh, in his "Letter to Prince Henry, touching the model of a ship," has the following passages:

"A ship of six hundred tons will carry as good ordnance as a ship of twelve hundred tons, and where the greater hath double her ordnance, the less will turn her broadside twice, before the great ship can winde once, and so no advantage in that *overplus* of guns.

"Two decks and an half is enough, and no building at all above that, but a low masters cabbin. Our masters and mariners will say, that the ships will bear more well enough; and true it is, if none but ordinary mariners served in them. But *men of better sort*, unused to such a life, cannot so well endure the rolling and tumbling from side to side, where the seas are never so little grown, which comes by high charging."—Sir Walter Raleigh's Remains. I am Sir, your's,

BRITANNICUS.

Poetry.

ODE FOR THE NEW YEAR, 1801.

BY HENRY JAMES PYE, ESQ.

POET LAUREAT.

Performed at St. James's, in honour of Her Majesty's Birth day.

FROM delug'd Earth's usurp'd domain,
When *Ocean* sought his native bed,
Emerging from the shrinking main,
Rear'd many a mountain isle its head;
Encircled with a billowy zone,
Fair Freedom mark'd them for her own:
" Let the vast Continent obey
" A ruthless master's iron sway,
" Uncheck'd by aught from pole to pole,
" Where swoll'n Ambition's torrents roll;
" Those seats to tyrants I resign—
" Here be my bless'd abode, the island reign be mine."

Hating the fane where Freedom sat enshrin'd,
Grasping at boundless empire o'er mankind,
Behold, from *Susa*'s distant towers,
The Eastern Despot sends his mighty powers:
Grecia, through all her rocky coast,
Astonish'd views the giant host;
Not the fam'd Strait, by bleeding heroes barr'd,
Nor *Cecrop*'s walls, her hallow'd altars guard—
While each bold inmate of the isles
On Inroad's baffled efforts smiles;
From every port, with cheering sound,
Swells the vindictive Pæan round,
And *Salames* proud, from her sea-girt shore,
Sees o'er the hostile fleet th' indignant surges roar.

Fiercer than *Persia*'s scepter'd Lord,
More num'rous than th' embattled train,
Whose thirsty swarms the sea-broad rivers drain,
Lo! *Gallia*'s plains disgorge their madd'ning hord!
Wide o'er *Europa*'s trembling lands,
Victorious speed the murd'rous bands:

Where'er they spread their powerful sway,
Fell desolation marks their way;
Unhurt, amid a warring world, alone,
BRITANNIA sits secure, firm on her island throne.

When thunders roar, when lightnings fly,
When howling tempests shake the sky,
Is more endear'd the shelt'ring dome,
More sweet the social joys of home:
Fondly her eye, lo! *Albion* throws
On the tried partner of her weal and woes;
Each tie to closer union draws,
By mingled rights, and mingled laws;
Then turns averse from *Gallia*'s guilty field,
And tears, with generous pride, the lilies from her shield.

ALBION and ERIN's kindred race,
Long as your sister Isles the seas embrace,
Long as the circling tides your shores that lave,
Waft your united banners o'er the wave,
Wide thro' the deep commercial wealth to spread,
Or hurl destruction on the oppressor's head,
May Heaven on each unconquer'd Nation shower
Eternal concord, and encreasing power;
And, as in History's awful page,
Immortal Virtue shall proclaim
To every clime, through every age,
Imperial GEORGE's patriot fame;
That parent care shall win her warmest smiles,
Which rear'd, 'mid Ocean's reign, the Empire of the Isles.

* * *

MR. EDITOR,

AS an admirer of your Work, I take the liberty to forward the following lines; I know not that they possess merit sufficient for insertion, but as they may lead to some biographical memoirs of the late worthy and gallant Admiral FREDERICK, who seems to have gone hitherto unnoticed, although he repeatedly distinguished himself this war, particularly when commanding the Illustrious at the capture of the Censeur and Ca Ira, and in the Blenheim on the ever memorable 14th of February, with Earl St. Vincent. To use that Nobleman's emphatical and impressive words, he found Admiral (then Captain)

Frederick such a man, as he ever wished should serve with *him*. I therefore submit the following lines to your inspection.

I am, Sir, your humble Servant,
London, Nov. 6, 1800. I. K.

REST, gallant Frederick! rest in peace thy soul;
Tho' o'er thy hearse no hireling scribblers weep;
Britannia's fame records from pole to pole,
Her modest votary's valour on the deep.

Since early manhood* mark'd thy blooming year,
Your glory shone by conquest o'er the foe;
And shall such merit meet oblivion's bier?
And all thy laurels fade in private woe?

There they will live while memory holds her seat,
And probed affections mourn thee as a friend,
Where worth and honour find a blest retreat,
May guardian Angels round your bier attend!

* * *

ADDRESSED TO
SIR EDWARD HAMILTON,
BY A YOUTH AT A PUBLIC SCHOOL.

Extremis repetit Penates,
Victor ab oris. HOR. lib. 3.

IS there a soul with ev'ry grace attir'd,
With patriot valour and ambition fir'd;
Is there a hero in whose heart divine,
The love of glory and of virtue shine?
Such, Hamilton, art thou!—Triumphant fame,
Shall thro' the world immortalize thy name.
Surrounding nations to thy pow'r shall bend;
And ev'n thy foe acknowledge thee a friend.
To thee the Muse shall bring her gift of praise,
And crown thy head with never-fading bays.
Thus did my heart indite, and bade me pay
The debt of gratitude in artless lay.
Fir'd and transported with a theme so new,
Ten thousand thoughts lie open to my view,

---

* Captain Frederick when very young, commanding the Diomede, of 44 guns, captured the South Carolina, the largest vessel then belonging to the United States of America. The Quebec, Captain Mason, and Astrea, Captain Squire, were in company, but not materially concerned in the action.

My youthful heart the glorious scene surveys,
My bosom dictates, and my hand obeys.
And if that hand too freely should expose
The gen'rous thoughts with which that bosom glows;
Forgive the error, and my verse receive,
'Tis all a youth, 'tis all a friend can give!
See! See! Britannia, where thy hero stands
Belov'd and honor'd by surrounding bands.
See! how contending throbs his heart inflame,
The love of honour and the dread of shame;
With rage he sees the ignominious band,
Base groveling souls, forsake their native land.
With rage he sees Britannia's glory sink,
And flies to save her from the hostile brink.
Fly Albion's sons, fly Britons, hence and save
Your drooping Country from sedition's grave.
Hark! how the peals of loud applause resound;
The martial troops in order stand around,
Illustrious youths who left their native shore,
To fight as Britons never fought before.
The rout begins, the coward squadrons run
In myriads forc'd to meet the fate they shun,
Confus'd in crowds the hostile armies lie,
And troops of heroes undistinguish'd die.
And as some monarch oak, Britannia's pride,
Lifts its proud head and spreads on ev'ry side,
So Hamilton thy mighty soul was prov'd,
Which in the shock of hosts remain'd unmov'd.
When danger calls, and honour leads the way,
With joy you follow, and with pride obey.
Thy glorious arm subdued the inglorious foe,
And Britain rose more splendid from the blow.
See! now where courage and compassion join'd,
Tempering each other in the victor's mind,
Alternately proclaim him good and great,
And make the hero, and the man complete.
And now the victor seeks his native ground,
Increas'd in titles, and with honours crown'd;
Before his face Britannia's children bend,
To welcome home their father, and their friend;
Britannia proud to cull the flow'rs of fame,
Shall crown her honours with his much-lov'd name,
Eternal charms that name itself will boast,
And those who praise it truly, praise it most. C. B.

THE ROYAL STANDARD

OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

THIS Flag, which is never hoisted except on occasions of the first ceremony, is of course the highest in rank of any used. It is never displayed on ship-board except when the King himself or some personage belonging to the Royal Family is actually present, or on days of particular rejoicing, such as their Majesties birth-day, the restoration of King Charles the Second, with some other festivals of a similar description, or the celebration of some recent victory. At such memorable periods it has been and still continues the custom for the commander in chief of a fleet to hoist the Royal Standard at his top-gallant mast head, and in garrisons it at such times always supersedes the jack, or common garrison flag.

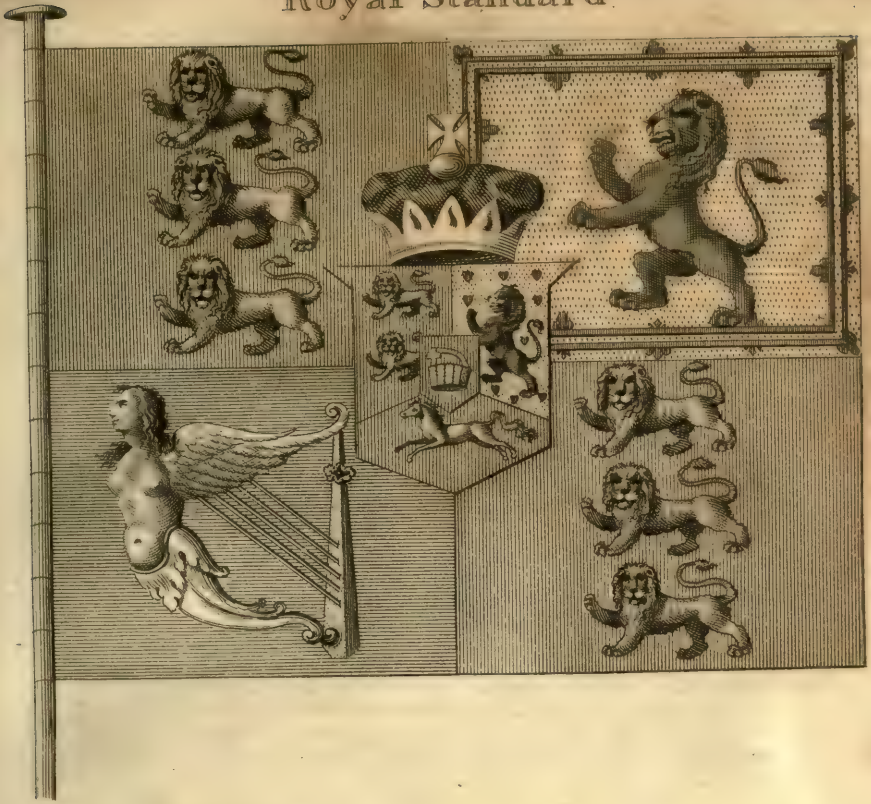
It displays the arms of the United Kingdoms.—Quarterly, first and fourth, gules, three lions passant gardant in pale Or, for England. Second, Or, a lion rampant, gules within a double tressure flory, counterflory of the last for Scotland. Third, azure, an harp Or, stringed argent for Ireland, on an escutcheon of pretence, ensigned with the Electoral bonnet, and divided per pale, and per cheveron, enarched into three compartments. The arms of his Majesty's dominions in Germany, *viz.* Gules, two lions passant gardant in pale Or, for Brunswick. Second, Or, semè of hearts proper, a lion rampant azure for Lunenburgh. Third, gules, a horse current argent for Saxony. In the center on an escutcheon gules, the crown of Charlemagne proper, being the badge of the office of Arch-treasurer to the Holy Roman Empire.

THE UNION FLAG OR JACK,

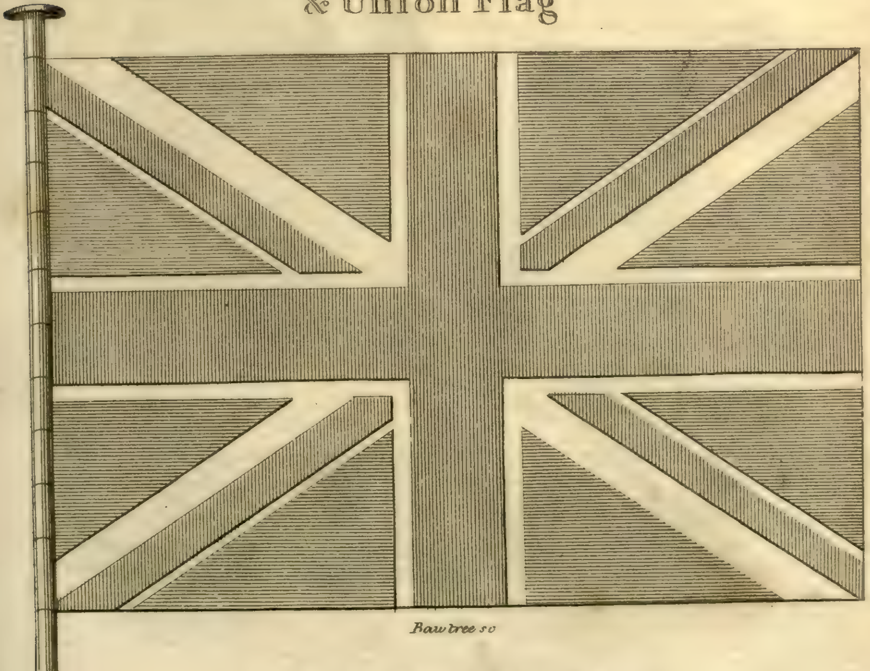
Which forms the first quarter in the naval ensign worn by all ships whatever, was, previous to the late great event, formed of the crosses of St. George and St. Andrew on fields argent and azure. It is now composed in the following manner, azure, the crosses saltere of St Andrew, and St. Patrick, quarterly, per saltere countercharged argent and gules, the latter fimbriated of the second, surmounted by the cross of St. George, fimbriated as the saltere.

This Flag is, except under the restrictions and with the addition pointed out in the Proclamation, peculiarly adapted to his Majesty's service. It is worn on the bowsprit, which is its proper station on board all ships of war belonging to the Royal Navy, it is of considerable service in the line of signals, and is worn by the Admiral of the fleet only, at his main-top-gallant-mast head, as the badge or token of his high command. It also forms the common garrison colour in all forts belonging to his Majesty.

Royal Standard



& Union Flag



Bawtree sc

of the United Kingdom

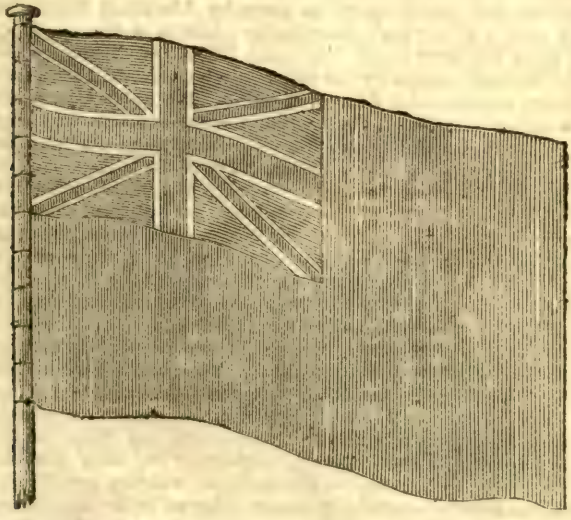
By the KING.

A PROCLAMATION,

Declaring what Ensign or Colours shall be borne at Sea, in MERCHANT *Ships or Vessels belonging to any of his Majesty's Subjects of the United Kingdom of Great Britain and Ireland, and the Dominions thereunto belonging.*

GEORGE R.

WHEREAS, by the first Article of the Articles of Union of the Kingdoms of Great Britain and Ireland, as the same have been ratified and confirmed by two Acts of Parliament, the one made in our Parliament of Great Britain, and the other in our Parliament of Ireland, it was provided that the Ensigns Armorial, Flags, and Banners of our United Kingdom of Great Britain and Ireland should be such as we should appoint by our Royal Proclamation under the Great Seal of our said United Kingdom; And whereas we have, by our Royal Proclamation dated this day, appointed and declared that the Arms, or Ensigns Armorial of the said United Kingdom, should be as therein expressed: and whereas, according to ancient Usage, the Ensigns, Flags, Jacks, and Pendants worn by our Ships, and appointed as a distinction for the same, ought not to be worn on board any Ship or Vessel belonging to any of our Subjects, so that our Ships, and those of our Subjects, may be easily distinguished and known, we have, therefore, thought fit, by and with the Advice of our Privy Council, to order and appoint the Ensign described on the side or margin hereof to be worn on board all Ships or Vessels belonging to any of our Subjects whatsoever, and to issue this our Royal Proclamation to notify the same to all our loving Subjects, hereby strictly charging and commanding the Masters of all Merchant Ships and Vessels belonging to any of our Subjects, whether employed in our Service or otherwise, and all other persons whom it may concern, to wear the said Ensign on board their Ships or Vessels: and to



the end that none of our Subjects may presume, on board their Ships, to wear our Flags, Jacks, and Pendants, which, according to ancient Usage, have been appointed as a distinction to our Ships, or any Flags, Jacks, or Pendants in shape and mixture of colours so far resembling ours as not to be easily distinguished therefrom, we do, with the advice of our Privy Council, hereby strictly charge and command all our Subjects whatsoever, that they do not presume to wear in any of their Ships or Vessels, our Jack, commonly called the Union Jack, nor any Pendants, nor any such colours as are usually borne by our Ships, without particular warrant for their so doing from us, or our High Admiral of Great Britain, or the Commissioners for executing the office of High Admiral for the time being: and we do hereby also further command all our loving Subjects, that without such Warrant as aforesaid, they presume not to wear on board their Ships or Vessels any Flags, Jacks, Pendants, or Colours, made in imitation of, or resembling ours, or any kind of Pendant whatsoever, or any other Ensign than the Ensign described on the side or margin hereof, which shall be worn instead of the Ensign before this time usually worn in Merchant Ships; saving that for the better distinction of such Ships as shall have commissions of letters of Mart or Reprisals against the Enemy, and any other Ships or Vessels which may be employed by the principal Officers and Commissioners of our Navy, the principal Officers of our Ordnance, the Commissioners for Victualling our Navy, the Commissioners for our Customs and Excise, and the Commissioners for Transportation for our service relating particularly to those Offices, our royal will and pleasure is, that all such Ships as have commissions of letters of Mart or Reprisals shall, besides the Colours or Ensign hereby appointed to be worn by Merchant Ships, wear a Red Jack with a Union Jack described in a canton at the upper corner thereof, next the Staff; and that such Ships and Vessels as shall be employed for our service by the principal Officers and Commissioners of our Navy, the principal Officers of our Ordnance, the Commissioners for Victualling our Navy, the Commissioners for our Customs and Excise, and the Commissioners for Transportation for our service relating particularly to those offices, shall wear a Red Jack with a Union Jack in a canton at the upper corner thereof, next the staff as aforesaid, and in the other part of the said Jack shall be described the Seal used in such of the respective offices aforesaid by which the said Ships and Vessels shall be employed: and we do strictly charge and command that none of our loving subjects do presume to wear any of the said distinction-Jacks, unless they shall have commissions of letters of Mart or Reprisals, or be employed in our service by any of the before-mentioned officers; and we hereby require our High Admiral and Commissioners for executing the office of High Admiral, the Governors of our Forts and Castles, the Officers of our Customs, and the Commanders or Officers of any of our Ships, for the time being, upon their meeting with or otherwise observing any Ships or Vessels belonging to any of our subjects, neglecting to wear the Ensign hereby appointed to be borne as aforesaid, or wearing any Flag, Pendant Jack, or Ensign contrary hereunto, whether at Sea or in Port, not only to seize, or cause to be forthwith seized, such Flag, Pendant, Jack, or Ensign, worn contrary to our royal will and pleasure herein expressed, but also to return the names of such Ships and Vessels neglecting to wear the Ensign hereby appointed, or wearing any Flag, Pendant, Jack, or Ensign, contrary hereunto, together with the names of their respective Masters or Commanders unto our High

Admiral or Commissioners for executing the office of High Admiral, or the Judge of our High Court of Admiralty, for the time being, to the end that all persons offending may be duly punished for the same. And we do hereby command and enjoin the Judge and Judges of our High Court of Admiralty for the time being, that they make strict inquiry concerning all such Offenders, and cause them to be duly punished; and all Vice Admirals, and Judges of the Vice-Admiralties, are hereby also required to proceed in the like manner, within the several ports and places belonging to their respective precincts. And our further pleasure is, that this Proclamation shall take place according to the times hereafter mentioned; videlicet, for all Ships in the Channel or British Seas, and in the North Seas, after twelve days from the date of these Presents; and from the Mouth of the Channel unto Cape St. Vincent, after six weeks from the Date of these Presents; and beyond the Cape, and on this Side the Equinoctial Line, as well in the Ocean and Mediterranean as elsewhere, after ten Weeks from the Date of these Presents; and beyond the line, after the Space of Eight Months from the Date of these Presents.

Given at our Court at St. James's, the First Day of January One thousand eight hundred and one, in the Forty-first Year of our Reign.

GOD save the KING.

NEW LIGHT HOUSE.

BOSTON, NOV. 24.

Directions for sailing by the Light house erected, and now lighted, on Wigwam Point, into Annis Squam Harbour, on the southern Coast of Ipswich Bay, in Massachusets.

ANNIS Squam light-house bears about S. by W. from Portsmouth light, distant fourteen leagues, and from Newbury Bar, S. S. E. five leagues. In sailing into said harbour, bring the light-house to bear south half west at nearly the distance of one mile, then run directly for it, leaving Haraden's rock, or sunken ledge, one-tenth of a mile on your larboard hand (said rock lies N. by E. one-fourth E. from the light-house at half a mile distance); when come within one quarter of a mile of the light-house, you will be on the shoal off the bar, which carries over six feet water at low ebb; continue your course south till you come within forty or fifty fathoms of the light-house, then haul S. S. W. leaving the light-house on your larboard, and a sandy bar on your starboard hand (said bar runs nearly N. E. and S. W. leaving the river about ninety fathoms broad at low water opposite the light-house), in running S. S. W. one half-mile, you will pass the lobster rocks on your larboard hand, which are dry at low water, then steer S. S. E. leaving the bar-rocks on your starboard hand, which are seen till nearly high water, and run one quarter of a mile, and anchor in five fathoms water clear bottom, or run your vessel ashore on either hand in case you have no cables and anchors.

Gazette Letters.

ADMIRALTY-OFFICE, DEC. 20.

Copies of Enclosures from the Earl of St. Vincent, K. B. to Evan Nepean, Esq.

MY LORD, *Thames, Plymouth Sound, Dec.* 13.

I HAVE the honour to acquaint your Lordship with the arrival of his Majesty's ship I command at this anchorage; and of her having on the 30th of last month captured, fifteen leagues from the Tower of Corduan, after a chase of six hours, a French brig privateer, called L'Actif, of 14 six-pounders, two long brass twelves, and 137 men. She is a particularly fine new vessel, coppered, and had been only one day on her first cruise. I learn from the prisoners that only two English vessels have been carried into any of the French or Spanish ports within these three months; and that one of them was carried into Rochelle, the other into Passage. I conclude Captain Hotham will have acquainted you of our having captured, on the 29th of October last, a schooner letter of marque, from Guadaloupe to Bourdeaux, laden with coffee, having chased her, in company with the Immortalite, all day. I am, &c.

Admiral Earl St. Vincent, K. B. &c. **W. LUKIN.**

MY LORD, *Brilliant, at Sea, Nov.* 20.

I have the honour to inform your Lordship, that on the 18th inst. the St. Jago Spanish schooner privateer, of ten guns and sixty men, was captured by his Majesty's ship Brilliant, under my command.

I have the honour to be, &c.

The Earl of St. Vincent, K. B. **CHAS. PAGET.**

ADMIRALTY-OFFICE, DEC. 22.

Copy of an Enclosure from Vice-Admiral Lutwidge, Commander in Chief in the Downs, to Evan Nepean, Esq.

SIR, *His Majesty's Hired Cutter Lord Duncan, Downs, Dec.* 20.

I beg leave to acquaint you of my having seen the convoy safe into St. Helen's, agreeably to your directions; and that on my return (Thursday the 18th inst.) being off Shoreham in a thick fog, I fell in with and captured L'Eclair French cutter privateer, commanded by Jacquiere Toussaint le Terrier, carrying three two-pounders, small arms, and twenty men; from Cherbourg two days, and had not taken any thing.

I have the honour to be, &c.

Vice Admiral Lutwidge, &c. **W. WELLS.**

ADMIRALTY-OFFICE, DEC. 27.

Extract of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Torbay, the 21st inst.

I herewith transmit a letter which I have received from Captain King, of his Majesty's ship Sirius, giving an account of his having captured a Spanish brig from Corunna bound to Monte Video.

MY LORD, *His Majesty's ship Sirius, at Sea, Dec.* 12.

I beg leave to acquaint you, that his Majesty's ship Sirius, under my command, captured on the 11th inst. (Sisarga bearing W. by N. three miles) the Spanish merchant brig Melchura, from Corunna bound to Monte Video, out of port only twenty-four hours. It may be some satisfaction to your Lordship in hearing it is the only Spanish vessel that has sailed from Corunna since the ship taken by his Majesty's ship Boadicea, in August last.

I have the honour to be, &c.

Earl of St. Vincent, K. B. &c. RICHARD KING.

ADMIRALTY-OFFICE, DEC. 27.

Copy of a Letter from Lieutenant Matthew Smith, commanding his Majesty's Schooner Milbrook, to Evan Nepean, Esq. dated Oporto, Nov. 14.

SIR,

I have the honour to inclose, for their Lordships' information, a copy of a letter I have this day written to the Right Hon. Lord Keith. I am, &c.

MATTHEW SMITH.

MY LORD, *His Majesty's Schooner Milbrook, off Oporto, Nov. 14.*

I have the honour to inform your Lordship, that being off Oporto, in his Majesty's schooner Milbrook, under my command, early on the morning of the 13th inst. we fell in with a French ship wearing a pendant, apparently a frigate, mounting thirty-six guns; and as I had at that time two brigs of the Newfoundland convoy under my protection, and several vessels appearing in the offing, which I have every reason to suppose part of that convoy also, I determined, as the only means of preserving them, to give her battle, and made sail to close with her accordingly; at the same time with a view of increasing our distance from the convoy.

It was nearly calm when the action commenced at eight A. M. and continued till near ten, when the enemy's colours came down; but the Milbrook at this time having her masts, sails, yards, and rigging very much cut, and ten of her guns disabled, I could not prevent his taking advantage of a light breeze springing up, assisted by his sweeps, to get away from us.

The bravery and steady conduct of the officers and seamen under my command against such superior force, in the disabled state of the Milbrook, for a long time with only three guns opposed to the enemy's broadside, and their activity in changing her position with the oars (not a sail set) whilst exposed to his raking us for fifteen minutes, merits my highest commendation, and does them the greatest credit; but I should fail in my duty, if I did not in the strongest manner recommend to your Lordship's notice Mr. Thomas Fletcher the master, who, wounded in the beginning of the action, continued on deck, exerting himself with the greatest bravery, as did also Mr. Thomas Groves, the clerk, and Mr. Jose de Sa, the Portuguese pilot.

I enclose a list of the wounded, and have the honour to be, &c.

Right Hon. Lord Keith, K. B. &c. MATTHEW SMITH.

List of wounded.

Eight seamen and one marine (severely.)

Mr. Thomas Fletcher, master; Mr. J. Parster, surgeon's mate; and one seaman (slightly.)

Total—Two petty officers and ten seamen.

MATTHEW SMITH.

ADMIRALTY-OFFICE, DEC. 27.

Copy of a Letter from Mr. Richard Le Gallais, Commander of the Comus private Ship of War, to Evan Nepean, Esq.

SIR, *Jersey, Dec. 20.*

I have the honour to inform you, that being on a cruise in the Comus privateer, I captured, the 7th inst. a French chasse marée, mounting three three-pounders, laden with hides; and the next day, 8th instant, after a chase of seven hours, boarded and took possession of the French brig letter of marque Recou, pierced for fourteen guns, and had on board twelve six and two two-pounders, but only four six-pounders mounted, from Cayenne, bound to Bourdeaux, laden with cotton and rice. I am happy to add, the brig is safely arrived in Guernsey, and the chasse marée in this island.

I have the honour to be, &c.

RICHARD LE GALLAIS.

ADMIRALTY-OFFICE, JAN. 16, 1801.

Extract of a Letter from Admiral the Earl of St. Vincent, &c. to Evan Nepean, Esq.

Ville de Paris, in Torbay, Jan. 12.

I enclose two letters from Captain Sir Richard Strachan, Bart. detailing particulars of the meritorious exertions of himself, and the Officers under his command, in intercepting the enemy's supplies.

SIR, *His Majesty's hired Cutter Nile, Dec.* 11.

I have the honour to inform you, that the vessels you signalled us to chase, on the 6th instant, never came through the passage, but rowed up along shore again, and went under Fort Lamara: I watched for them all night, but in the morning seeing them no more, I left the Lurcher off the Morbihan, and proceeded to execute your further orders; on that day I saw a convoy coursing round the Croisic, of fifteen or sixteen sail, but was in no hurry to chase, rather permitting them to get nearer to St. Gildas, and in the evening stood out, and made the necessary signals to Mr. Forbes; it fully answered my expectations, as he being to windward, turned them all, and they made for the Villain just where I was. About eight we took a small one, just as the battery of St. Jacques was hailing us, which I immediately manned and sent her with our own boat along shore, and by four A. M. found ourselves in possession of five more. This is all they could attempt, as the whole coasts were then alarmed, and the battery of Notre Dame at the entrance of the river Peners kept up so brisk a fire as to send three shot through the last vessel; but the spirit of our people was such, that they were determined to have her out, and luckily only one man was slightly scratched with a splinter. On joining the Lurcher in the morning, I found she had got three more, making nine, the particulars of which are expressed in the adjoining list; the four largest are decked, and very capable of going to England, but the others cannot. Since the 7th Mr. Forbes has been continually upon the look out, but not a single vessel, I believe, has stirred since.

I have the honour to be, &c.

Capt. Sir Richard Strachan, Bart. GEORGE ARGLES.

A List of Vessels captured by the Nile hired Cutter, under the Orders of Capt. Sir Richard Strachan, Bart.

Maria Joseph, of five men and forty-eight tons, from Bourdeaux to Brest, laden with wine and brandy.

Notre Dame de Consolation, of five men and thirty-five tons, from Bourdeaux to Brest, laden with ditto.

Saint Pierre, of seven men and thirty-nine tons, from Bourdeaux to Brest, laden with ditto.

L'Heloin, of four men and thirteen tons, from Nantes to Auray, laden with Nantes wine.

Le François, of three men and four tons, from Nantes to Auray, laden with iron, tar, pottery, &c.

L'Amiable François, of fifty-five tons, from Bourdeaux to Brest, laden with Bourdeaux wine.

By his Majesty's Cutter Lurcher.

Maria Joseph, of two men and eight tons, from Nantes to Yannes, laden with Nantes wine.

L'Eponine, of three men and thirteen tons, from Nantes to Yannes, laden with ditto; driven on shore on Houat.

Le Bon Secour, of two men and eight tons, from Nantes to Yannes, with ditto; sunk at anchor.

MY LORD, *La Magicienne, Isle Oleron, S. E. by S. two Leagues.*

I have the honour to inform your Lordship, that after a short chase, I this day captured, between the Isles of Rhe and Oleron, a French sloop laden with wine and brandy for the use of the combined fleet at Brest, and have sent her to Plymouth.

I have the honour to be, &c.

The Earl of St. Vincent. W. OGILVY.

Extract of a Letter from Captain Rowley Bulteel, Commander of his Majesty's Ship Belliqueux, to Evan Nepean, Esq.

Rio Janeiro, Aug. 24.

On Monday the 4th day of August, soon after daylight, four sail were discovered from the mast-head in the north-west quarter, and apparently steering about N. by E. At seven A. M. they hauled their wind, tacked, and stood towards us; upon which I bore down with the whole of my convoy. At noon the enemy perceiving our force (which was greatly exaggerated in their opinion by the warlike appearance of the China ships), they bore up under a press of sail, and by signal separated.

I stood for the largest ship, and notwithstanding the light and baffling winds, we came up with her, and after a few chase guns, and a partial firing for about ten minutes, at half past five in the afternoon (Tuesday) she struck her colours, and proved to be the French frigate La Concorde, of forty-four guns, eighteen pounders, 444 men, commanded by Citizen Jean François Landolphe, Capitaine de Vaisseau, and Chef de Division.

At seven the same evening, the French frigate, La Medée, of 36 guns, twelve-pounders, and 315 men, commanded by Citizen Daniel Coudein, struck her colours to the Bombay Castle, Captain John Hamilton, and the Exeter, Captain Henry Meriton.

The above frigates were of the squadron which sailed from Rochefort the 6th day of March 1799, and having committed great depredations on the coast of Africa, had refitted in the Rio de la Plata, and were now cruising on the coast of Brazil.

La Franchise, of 42 guns, and 380 men, commanded by Citizen Pierre Jurieu, escaped by throwing part of her guns overboard, and also her anchors, boats, and booms, and by night coming on; as did also an American schooner, their prize, fitted as a cruiser.

On this occasion I hope their Lordships will permit me to bear testimony of the spirit of the Officers and ship's company of the Belliqueux, and I have peculiar pleasure in mentioning the zeal and activity I have ever found in Mr. Ebden, my First Lieutenant, to whom I only do justice in recommending him to their Lordships' notice and favour.

Too much praise cannot be given to the Captains, Officers, and crews of the different ships under my convoy, for their ready obedience to my signals, and for the whole of their conduct on that day, particularly to Captains Hamilton and Meriton, who very gallantly pursued and captured the aforesaid frigate La Medée; and also to Captain Torin, of the Coutts, and Captain Spens, of the Neptune, who with great alacrity pursued La Franchise, although they had not the good fortune to come up with her, for the reasons above assigned; and my best thanks are due to the whole of the Commanders of the ships under my convoy, for their assistance in taking a number of prisoners on board their respective ships.

We arrived at Rio Janeiro on Tuesday the 12th of August.

Extract of a Letter from Captain Robert Barton, Commander of his Majesty's Ship Concorde, to Evan Nepean, Esq. dated at Lisbon on the 4th inst.

During my stay off the Bar of Oporto I captured the Spanish privateer lugger San Joseph, alias Larcon, of six guns and forty men, out from Vigo, and had captured the Speedy brig, one of the convoy, and in an hour more would have captured another, as she was within hail when we saw her.

ADMIRALTY-OFFICE, JAN. 20.

Copy of a Letter from Admiral Dickson, Commander in Chief of his Majesty's Ships and Vessels in the North Sea, to Evan Nepean, Esq. dated at Yarmouth, the 19th instant.

SIR,

I enclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Captain Westbeach, of his Majesty's sloop Favourite, giving an account of his having captured, off Flamborough-Head, on the 15th instant, a French cutter privateer called Le Voyageur, mounting fourteen guns, and had on board forty-seven men. The privateer arrived this day.

I am, Sir, &c.

A. DICKSON.

SIR, *Favourite, at Sea, Jan. 16, 1801.*

I beg leave to acquaint you, that on the 15th instant, being off Flamborough-Head, I discovered at nine A. M. a cutter close in shore, to which I immediately gave chase; and am happy to acquaint you, that I had the satisfaction to capture her after a run of seven hours. She proves to be Le Voyageur cutter privateer of Dunkirk, mounting fourteen carriage guns, manned with forty-seven men, commanded by Egide Colbert, had been out four days from Ostend, and had only captured the Camilla, in ballast, belonging to Sunderland, the day before. I am, Sir, &c.

Archibald Dickson, Esq. Admiral of the Blue, &c. &c. JOS. WESTBEACH.

ADMIRALTY-OFFICE, JAN. 24.

Copy of a Letter from Captain York, Commander of his Majesty's Ship, the Jason, to Evan Nepean, Esq. dated at Sea, the 18th instant.

SIR,

I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I this day captured La Venus, French lugger privateer, of fourteen brass carriage guns, and thirty-six men. She sailed from Cherbourg yesterday evening, and had not made any captures. I have the honour to be, &c. &c. &c.

JOSEPH SYDNEY YORKE.

STATE PAPERS

Relative to the Rupture between England and the Northern Powers.

THE OFFICIAL NOTE

FROM THE EMPEROR OF RUSSIA TO ALL THE FOREIGN MINISTERS AT ST. PETERSBURGH IN EXCUSE FOR THE EMBARGO LAID ON OUR SHIPPING, states—

—THAT on mounting his throne he found his States involved in a War, provoked by a great nation, which had fallen into dissolution; that conceiving the Coalition a mere measure of preservation, this motive induced him to join it; that he did not at that time think it necessary to adopt the system of an armed neutrality on sea, for the protection of commerce, not doubting but that the sincerity of his Allies, and their reciprocal interests, would be sufficient to secure the flag of the Northern Powers from insult.—But that being disappointed in his expectation by the perfidious enterprizes of a great Power, which had sought to enchain the liberty of the seas by capturing Danish convoys, the independence of the maritime powers of the North appeared to him to be openly menaced. He consequently considers it a measure of necessity to have recourse to an armed neutrality, the success of which was acknowledged in the time of the American war.

PROCLAMATION

OF HIS IMPERIAL MAJESTY EMPEROR OF ALL THE RUSSIAS, &c. &c. &c.

St. Petersburgh, Nov. 17, 1800.

WHEREAS it has been represented by many subjects of Russia, that large sums of money are due to them from English merchants resident in Russia, and that payment of such debts cannot be obtained; his Imperial Majesty's College of Commerce at St. Petersburgh, by virtue of powers vested in them for the purpose of promoting an adjustment and liquidation of the debts due to the Russian merchants from the English merchants, have appointed and ordained a Special Commission, or Board of Commissioners for managing English property, and they direct the said Board to be constituted, and their operations and proceedings to be guided by the following regulations:—

I. It shall consist of two Russian, two English, and two merchants of other nations, all of whom shall be men of known good character, and the English shall be chosen or selected by the English merchants; to whom shall be added one of the Members of the Imperial College of Commerce in St. Petersburgh.

II. All matters that come under their cognizance, shall be adjusted conformably to the accustomed rules and established usage in trade: they are to decide amongst themselves, by a majority of votes, upon matters under discussion; but in case of any points *involving the interest of the Russian Commerce*, the opinion of his Imperial Majesty's Counsellor of the College of Commerce is to supersede the majority of votes, subject however to the concurrence of the College of Commerce.

III. Every British merchant, resident in Russia, without excepting such as have subscribed themselves *visitors*, shall deliver to the Commissioners in writing, a statement of all the balances of accounts in their books, and a schedule of effects and goods in their possession:

and they shall, when required, deliver to the Commissioners their books of accounts out of their accompting houses.

IV. Every Russian subject, who has any claim or demand upon an Englishman, of whatever nature or kind it may be, or who is indebted to a British subject, shall transmit an account of the *particulars* of such debts or claims, to the Commissioners, within four months from the date of the publication of this Ordinance, in the Newspapers, and in default thereof, the Commissioners are not to take cognizance of any claims after that period.

V. The Commissioners are to dispose of all English effects now sequestered, and to receive all balances of accounts, and to bring the whole into one general mass*.

VI. The Russian subjects shall receive out of the Fund of the English property, collected as before directed, after admission of the validity and justness of the claimants, an equal dividend upon their respective demands, and full satisfaction.

VII. In case the fund of English property does not prove adequate to the demands of the Russian creditors; or that there shall remain a surplus; then the result shall be communicated to the College of Commerce at St. Petersburgh.

VIII. The Commissioners shall not be accountable or responsible for their decisions, nor shall there be any appeal from their determinations, either by petition or in any other way, on any account whatever.

IX. To defray the expence and management of the Board of Commissioners, and for the salary of their Clerks and Agents, both debtors and creditors shall allow them half per cent upon the amount of the respective sums brought under their consideration.

EMBARGO UPON RUSSIAN, SWEDISH, AND DANISH SHIPS.

At the COURT at St. JAMES's, the 14th of Jan. 1801.

PRESENT,

The KING's Moſt Excellent MAJESTY in Council.

WHEREAS his Majesty has received advice, that a large number of vessels belonging to his Majesty's subjects have been and are detained in the ports of Russia, and that the British sailors navigating the same have been and now are detained, as prisoners, in different parts of Russia; and also, that during the continuance of these proceedings, a confederacy of a hostile nature, against the just rights and interest of his Majesty, and his Dominions, has been entered into with the Court of St. Petersburgh by the Courts of Denmark and Sweden, respectively; his Majesty, with the advice of his Privy Council, is thereupon pleased to order, as it is hereby ordered, that no ships or vessels belonging to any of his Majesty's subjects be permitted to enter and clear out for any of the ports of Russia, Denmark, or Sweden, until further order; and his Majesty is further pleased to order, that a general embargo or stop be made of all Russian, Danish, and Swedish ships and vessels whatsoever, now within, or which hereafter shall come into any of the ports, harbours, or roads, within the United Kingdom of Great Britain and Ireland, together with all persons and effects on board the said ships or vessels; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships or vessels, so that no damage or embezzlement whatever be sustained:

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* Similar to a Bankrupt's effects.

And the Right Hon. the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports, are to give the necessary directions herein as to them may respectively appertain.

W. FAWKENER.

At the COURT at the QUEEN's HOUSE, the 15th of Jan. 1801.

PRESENT,

The KING's Most Excellent MAJESTY in Council.

WHEREAS his Majesty has received advice that a large number of vessels belonging to his Majesty's subjects, have been, and are detained in the ports of Russia, and that the property of his Majesty's subjects in Russia, has, by virtue of several orders and decrees of the Russian Government, particularly one bearing date the 29th of November instant, O. S. (corresponding with the 10th of December, N. S.) been seized, and directed to be applied in violation of the principles of justice, and of the rights of the several persons interested therein; his Majesty, with the advice of his Privy Council, is thereupon pleased to order, as it is hereby ordered, that no bills drawn since the said 29th of November instant, O. S. (corresponding with the 10th of December, N. S.) by or on behalf of any persons, being subjects of or residing in the Dominions of the Emperor of Russia, shall be accepted, or paid, without license from one of his Majesty's Principal Secretaries of State first had in that behalf, until farther signification of his Majesty's pleasure, or until provisions shall be made in respect thereof by Act of Parliament; whereof all persons concerned are to take notice, and govern themselves accordingly.

W. FAWKENER.

NOTICE TO MARINERS.

FOR the greater security of ships sailing towards the Little Belt, and the places on the coast of Jutland, W. from Samsoe, or passing that way, the Danish Government has ordered the steeple of Thunoe (which has hitherto served as a beacon) to be painted white, and raised 10 ells higher, so that it may be seen at a greater distance, and may prevent all danger of shipwreck on the shoals in that streight. And farther, at the summit of the tower, there has been placed a light, which from the 1st of Feb. 1801, will be kept upon the same footing with the fires on the other light-houses on the coasts of Denmark and Norway, *i. e.* from Easter to Michaelmas, will be lighted from an hour before sun-set to sun-rising; and from Michaelmas to Easter, will be lighted from half an hour after sun-set to sun-rising.

TO THE EDITOR.

SIR,

AMONGST the many naval occurrences which have taken place since the commencement of the present war, the following deserves, perhaps, a place in your Chronicle, and by inserting it in your next Number, you will oblige a constant reader. D. H.

CAPTAIN BARTON of his Majesty's ship *Lapwing*, during his station in the West Indies, was fortunate in protecting the trade of our Islands, by capturing a great number of the enemies cruisers; one circumstance in particular deserves to be recorded, as it reflects the highest honour on himself, and shows the gratitude of those people whose lives and property were preserved by his conduct. The following Address was presented to him by the inhabitants of St. Christophers, who waited on him on board his own ship.

" *To* ROBERT BARTON, *Esq. Commander of his Majesty's Ship Lapwing*,

The Address of the Inhabitants of St. Christophers, on his recent success against the land and sea forces destined for the reduction of Anguilla, presented by a Deputation from the Island at large.

" Deputations from a whole community are not common, because it rarely happens that actions so brilliant as to excite general admiration are performed; but your success, Sir, is of a nature so glorious to yourself, so honourable to the service in which you are engaged, so fortunate and critical for the inhabitants of Anguilla, that a Sister Colony would be insensible not to feel, and ungrateful not to acknowledge it.

" It is not, however, by our acknowledgments or emotions that your deserts can be expressed, they are proclaimed by the tongues and engraven on the hearts of the people you have saved; whom a merciless enemy doomed to destruction, and whom you rescued from the horrors with which they were menaced.

" These devoted people hail you as their deliverer, bless you for the security and happiness to which they are restored; and while they recite your actions, will perpetuate your name in the traditions of their country, and the memoirs of their children. Nor do the testimonies of your honour cease here; even your enemies bear witness to the value of your exertions, and the importance of your victory. They tell it whenever they mention their losses and disappointments, the destruction of their shipping and the slaughter of their men. They tell it too, not indeed so loudly, but much more emphatically, whenever they mention your humanity and goodness, your care of the wounded, your anxiety for their preservation when the *Decius* was sinking, your endeavours and success in rescuing from the waves such as the fury of the battle had blindly driven into them; while saying this, they acknowledge that mercy and courage are the inseparable associates of noble minds, and that the honour of the union is yours."

To the above Address Capt. BARTON returned the following Answer:

" GENTLEMEN, " *Lapwing, Basseterre Roads, 2d Jan.* 1797.

" I return you many thanks for the honour you have done me, and am happy that in doing my duty, I have been so fortunate as to relieve the distressed. I must add, little was my share, as the whole depended on my officers and men, who I know are equally happy, and feel as much as I do at any fortunate event that has been of any service to their King, their Country, and the Colonies.

" I am with respect, Gentlemen, &c.

R. BARTON."

THE MARINES.

THE King has been pleased to direct that the Marines shall be immediately augmented five companies.

The Marine Corps comprises a General, Lieutenant General, Major General, and three Colonels, which respective ranks are now, and have been often, filled by Officers whose exalted merit demanded from the country the most ample remuneration. But, as the general assumption of military tactics by Naval Officers, however ably displayed in one or two instances, would be not less glaringly absurd than the appointment of Generals to lead our gallant navy, the persons who originally introduced these appointments, which are now of many years standing, were content with the injustice of depriving of its fair reward an unfriended orphan corps, not second in merit to any other, without adding the still more flagrant and more generally important injury of requiring their interference with the conduct of the corps whose best promotion was thus severely restricted.

The Marine corps, therefore, omitting the Naval Officers (who are not in any respect instrumental to the establishment which this body so justly deems a grievance, who must be ever spoken of with honour, and who we anxiously wish to see much better, though differently rewarded), virtually consists of 4 Colonels Commandant, and Captains, 3 Second Colonels Commandant, and Captains, all of whom have the rank of Major-Generals in the army; 9 Lieutenant-Colonels, and Captains; 9 Majors, and Captains, one of whom has also the rank of Major General; 116 Captains, 19 of whom have the rank of Lieutenant-Colonels; 370 First Lieutenants, 370 Second ditto; 1080 serjeants, 1080 corporals, 810 drummers, and 18,228 privates; each of the 135 companies, consisting of 1 Captain, 2 First and 2 Second Lieutenants, 8 serjeants, 8 corporals, 6 drummers, and 135 privates, amounting in the entire to 21,870; to which are to be added, 1500 supernumeraries, making the present effective strength of the corps amount to 23,370, of which 675 are Officers, being 135 less than the number even of the drummers.

The present augmentation, which makes the number of the companies amount to 140, increases each to 140 privates, leaving still 100 supernumeraries; but, from the admitted importance of this corps, than whom there are no better soldiers: from the considerable share they have had in the unparalleled glory acquired by the navy, and from the facility with which they are recruited, when other corps, notwithstanding their exertions, continue deficient, it is probable they will soon be further encreased.

The Lords of the Admiralty are said to have it in contemplation to recommend to our Sovereign to augment the number of the Field Officers of the Marine corps, and also its retired, or invalid establishment,

Promotions and Appointments.

ADMIRALTY-OFFICE, JAN. 1, 1801.

THIS day, in pursuance of the King's pleasure, the following FLAG OFFICERS of his Majesty's Fleet were promoted, *viz.*

Admirals of the Blue to be Admirals of the White.

Richard Brathwaite, Esq.
Phillips Cosby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Wolseley, Esq.
Sam. Granston Goodall, Esq.
H. R. H. William Duke of Clarence

Vice-Admirals of the Red to be Admirals of the Blue.

Robert Linzee, Esq.
Sir James Wallace, Knight.
William Peere Williams, Esq.
Sir Thomas Pasley, Bart.
Sir Thomas Rich, Bart.
James Cumming, Esq.
Sir John Colpoys, K. B.
Skeffington Lutwidge, Esq.
Archibald Dickson, Esq.
George Montagu, Esq.
Thomas Dumaresq. Esq.
Rt. Hon. Lord Keith, K. B.

Vice-Admirals of the White to be Vice-Admirals of the Red.

Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curtis, Bart.
Sir Henry Harvey, K. B.
Robert Man, Esq.
Sir William Parker, Bart,
Charles Holmes Everitt Calmady, Esq.
John Bourmaster, Esq.
Sir George Young, Knight
John Henry, Esq.
Richard Rodney Bligh, Esq.

Vice-Admirals of the Blue to be Vice-Admirals of the White.

Robert Biggs, Esq.
Francis Parry, Esq.
Isaac Prescott, Esq.
John Bazely, Esq.
Christopher Mason, Esq.
Thomas Spry, Esq.
Sir John Orde, Bart.
William Young, Esq,
James Gambier, Esq.
Sir Andrew Mitchell, K. B.

Rear-Admirals of the Red to be Vice-Admirals of the Blue.

Christopher Parker, Esq.
Philip Patton, Esq.
Charles Morice Pole, Esq.
John Brown, Esq.
John Leigh Douglas, Esq.
William Swiney, Esq.
Charles Edmund Nugent, Esq.
Charles Powell Hamilton, Esq.
Edmund Dod, Esq.
Rt. Hon. Lord Nelson, K. B.

Rear-Admirals of the White to be Rear-Admirals of the Red.

James Brine, Esq.
John Pakenham, Esq.
Sir Erasmus Gower, Knight
John Holloway, Esq.
John Blankett, Esq.
George Wilson, Esq.
Sir C. H. Knowles, Bart.
Hon. T. Pakenham
Robert Deans, Esq.
C. Collingwood, Esq.
J. H. Whitshed, Esq.
Arthur Kempe, Esq.
Smith Child, Esq.
Right Hon. Lord Charles Fitzgerald
Thomas Taylor, Esq.
John T. Duckworth, Esq.

Rear-Admirals of the Blue to be Rear-Admirals of the White.

John Knowles, Esq.
John Willet Payne, Esq.
Sir Robert Calder, Bart.
James Richard Dacres, Esq.
Hon. G. Berkeley
Thomas West, Esq.
James Douglas, Esq.
Peter Aplin, Esq.
Henry Savage, Esq.
Bart. Sam. Rowley, Esq.
Sir R. Bickerton, Bart.
George Bowen, Esq.
Robert Montagu, Esq.
John Ferguson, Esq.
Edward Edwards, Esq,
Sir J. B. Warren, Bart. and K. B.

The undermentioned Captains were also appointed **FLAG OFFICERS** of his Majesty's Fleet, *viz.*

To be Rear-Admirals of the White.

E. T. Smith	Sylverius Moriarty
Thomas Graves (1st)	Sir H. Trollope, Knt.
T. M. Russel	

To be Rear-Admirals of the Blue.

H E. Stanhope	James Kempthorn
Robert M'Douall	Sampson Edwards
Billy Douglas	George Campbell
John Wickey	Thomas Hicks
John Inglis	H. Cromwell
John Fish	Arthur Phillip
Jahl Brenton	Sir W. G. Fairfax, Knt.
John Knight	Thomas Totty
Edward Thornborough	Sir J. Saumarez, Knt.

ADMIRALTY-OFFICE, JAN. 1.

The King has been pleased to appoint Sir Edward Pellew, Bart. William Domett, Esq. and Sir Thomas Troubridge, Bart. to be Colonels of his Majesty's Marine Forces, in the room of Edward Thornborough, Esq. Sir William George Fairfax, Knt. and Sir James Saumarez, Knt. appointed Flag-Officers of his Majesty's fleet.

APPOINTMENTS

In consequence of the Flag Promotions.

Princess Royal,	Ad. Sir E Gower	Courageux, -	Capt. Duff.
	Captain Atkins.	Saturn, - -	—— Boyles.
Cæsar, - -	Ad. Sir J. Saumarez.	Assistance, -	—— Lee.
	Capt. Brenton.	Endymion, -	—— Durham.
Mars, - -	Ad. Thornborough.	Anson, - -	—— Cracraft.
	Capt. R. Lloyd.	Pomone, - -	—— Gower.
Formidable, -	—— Grindall.	Indefatigable,	—— M. H. Scott.
St. George, -	—— Wolseley.	Beaulieu, - -	—— Poyntz.
Cambridge, -	—— Lane.	Castor, - -	—— D. Lloyd.
Juste, - - -	—— Sawyer.	Phœbe, - -	—— Baker.
Malta, - -	—— V. C. Berkeley	Solebay, - -	—— T. Dundas.
Carnatic, -	—— C. Brisbane.	Glenmore, -	—— Talbot.
Cumberland,	—— Reynolds.	Hyæna, - -	—— Granger.
Montague, - -	—— Curzon.	Waarzaamheid,	—— Hall.
Ramilies, -	—— Barlow.	Nemesis, - -	—— Owen.
Terrible -	—— Fayerman.	Eurydice, -	—— Bathurst.
Dragon, - -	—— Aylmer.	Prison ship at Plymouth,	—— J. Manley.
Venerable, -	—— Hood.		

Commanders promoted to the Rank of Post Captains.

Temple, Woollaston, Lydiard, Champaign, Lewis, Lavie, Rose, Schomberg, and Hill.

In consequence of the above promotion of Commanders, the following appointments have taken place, viz.

Captain Tinling, to the Snake, of 18 guns; Hon. Captain T. Irby, to the Jalouse, of 18 guns; Captain Brisbane, to the Cruiser, of 18 guns; Captain Wainwright, to the Sea Gull, of 18 guns; and Captain Digby, of the Hecla bomb, to the Kite, of 18 guns.

Lieutenants promoted to Commanders.

Lieutenants Upton, from the Doris; Watson, from the Cobourg, and appointed to the Volcano; Veitch, from the Polyphemus; Rickets, from the Ville de Paris; Dickson, from ditto; Bayley, from the Cambridge; Shortland, from the Reliance; Rye, from the Earl Spencer, and appointed to the Rambler; Henryson, from the Cæsar; White, from the Edgar; Tremlett, from the Tygress.

Rendez-vous.

Captains Sir William Douglas, Greenock; Sparks, Jersey; Ramsey, Leith.

Captain Evans is appointed Regulating Captain, in the room of S. Moriarty, Esq. promoted to the rank of Rear-Admiral of the White.

Captain Joseph Hanwell is appointed to the Regulating Service, at Exeter, in the room of Captain Skinner, removed to the command of the Sea Fencibles on the coast of Devon.

Captain O'Brien, who distinguished himself in the action with De Winter, off Camperdown, by his gallant command of the Monarch, has been appointed to the Sea Fencible protection of the coast of Hants. The naval superintendance of the Essex coast is vacant by this promotion.

* * *

Admiral Sir Hyde Parker is to be Commander in Chief in the North Sea.

Vice-Admiral Lord Nelson, second in command, and to hoist his flag on board the Neptune.

And Rear-Admiral Sir G. W. Fairfax, third.

Captain Domett, of the Belleisle, is to be first captain to the Commander in Chief.

Captain Lumsdaine succeeds Capt. Domett in the command of the above ship.

Captain Lawford, to the Invincible.

Captain Charles Hare, to the Madras.

Captain White, to the Sulphur.

Captain Hatherhill, to the Hecla.

Captain Raggett, to the Sovereign.

Admiral Dickson being made a full Admiral, has hoisted his flag, blue, at the main, on board the Princess of Orange man of war, at Yarmouth.

Captain Dickson is appointed to command the Ramilies, till the arrival of Captain Barlow, of the Phœbe, from Ireland.

Capt. Patterson is confirmed in the command of the St. Fiorenzo, of 44 guns.

Francis Douglas, Esq. is appointed Purser of the Superb, of 74 guns.

Captain Martin, late of the Xenophon, is appointed to command the Explosion bomb-vessel; and the Xenophon is ordered to be fitted for the reception of astronomers and scientific men, and is going, it is said, on a voyage of discovery.

Naval Courts Martial.

PORTSMOUTH, JAN. 2, 1801.

THIS day a Court of Inquiry was held on board his Majesty's ship *Gladiator*, in this harbour, on Captain SOTHEBY, and the other Officers and crew of his Majesty's late ship the *Marlborough*, for her loss.

Vice-Admiral JOHN HOLLOWAY, President.

M. GREETHAM, Judge-Advocate.

The sentence of the Court was, that they were of opinion her loss was occasioned by her striking on the Bervadeux Shoals, on the coast of France; which accident happened from the uncertain situation of the rocks, and Capt. Sotheby's anxiety and zeal to carry his orders into execution, and being thereby so disabled, as to render it impossible to save her: that no blame was imputable to Captain Sotheby, his Officers, or ship's company, for their conduct on that occasion; and that they afterwards did their utmost to preserve the ship and her stores.

Jan. 17.—This day a Court-Martial was held on board the *Gladiator*, in this harbour, on Mr. JAMES PIKE, boatswain of the *Resolution*, for being deficient in his stores. A great deficiency being proved, he was dismissed his Majesty's service.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR JANUARY 1801.

ALTHOUGH in conformity with the remark made on a prior occasion, the naval occurrences of the month, far as they relate to actual successes, still continue extremely limited. Yet, perhaps, considered in a political point of view, there never yet existed one so generally momentous as the present. Nearly every Maritime power is in arms, and their united force appears destined to be directed against Britain. Considered in a pecuniary light, and as relating to the body of persons who are to support the expence of the conflict, it may be grievous, and perhaps difficult to surmount: it may be disgraceful in a political light to the combination itself, together with the circumstances which gave birth to it; but it is by no means to be feared that it will prove calamitous to this country. Even the superiority of numbers cannot, and will not deject her; confiding in the skill of her Officers and Seamen, together with the ships she possesses, she rests in tranquil confidence of her strength, although not arrogant enough to stand forth, as a matter of choice, in defiance against the efforts of all Europe.

To reduce the cause of this confidence to something like a regular arrangement: the injury which the nation itself may sustain, independent of the civil disadvantages derived from the contraction of commerce, can only arise from a fleet belonging to any of the confederated Northern Powers, or the whole in conjunction, forcing its way through the Sound, and being thereby enabled to commence its depredations. The question, therefore, is only, whether Britain can, independent of her war with France, Spain, and what once was Holland, spare a force of fifty ships of the line. Of this fact there can be little doubt; and the combined Powers will find, perhaps, too late, that such will be the force they will have to contend with ere they can effect their entrance into the German Ocean. It remains in the womb of time to discover whether they will be hardy enough to make the attempt. The navy of Holland is annihilated, that of Spain and France united reduced to less than sixty ships of two and three decks in condition for actual service, while Britain has during the present contest either captured or destroyed near ninety sail of the line belonging to her different enemies. If therefore the Northern Powers should be weak or rash enough to persevere in their league, and their extravagant romantic scheme, England would not be worse situated than she already has been; for the equipment of ninety ships of the line by Denmark, Russia, and Sweden conjoined, can scarcely be feared, or even credited.

Admitting, however, for a moment that they actually collect such a force in full state of equipment, will any Briton be desponding enough to fear, that even that armament would, under the impression which must naturally weigh on the minds of the officers and men, attempt to force its passage through such a fleet as Britain can, and which there is no doubt but that she will, station in the Sound to prevent them.

Credat Judæus Apella.

The peculiar locality of the Northern Powers naturally incapacitates them from effecting any injury against Great Britain, while the entrance of the Sound is blocked up; but every evil attendant on a state of war, may be let loose by the latter against her antagonists, without the danger or risk of any contest whatever, such is the relative condition of the Northern Confederacy with regard to Great Britain; for the squadron possessed by Russia in the Black Sea, is too inconsiderable to be taken into the account.

* * *

LIST OF ADMIRALS IN COMMISSION,

WITH THE SHIPS THEIR FLAGS ARE ON BOARD OF, AND THEIR STATIONS.

Those marked thus * are Commanders in Chief.

Names.	Ships their Flags are on board of.	Guns.	Where stationed.
Admirals.			
M. Milbanke, Esq.*	Royal William (guardship)	84	Portsmouth
Earl St. Vincent*	Ville de Paris	110	Channel
Sir Hyde Parker, Knt.	Royal George	100	Channel
Rt. Hon. Lord Gardner*			Cork
Sir Tho. Pasley, Bart.*	Cambridge (guardship)	80	Plymouth
S. Lutwidge, Esq.*	Overyssel (guardship)	64	Downs
Archibald Dickson, Esq.*			North Sea
Lord Keith, K. B.*	Foudroyant	80	Mediterranean
Vice Admirals.			
Sir Roger Curtis, Bart.*	Lancaster	64	Cape of Good Hope
Sir Henry Harvey, K. B.	Royal Sovereign	100	Channel
Sir Wm. Parker, Bart.*	America	64	Halifax
Alexander Græme, Esq.*	Zeeland (guardship)	64	Nore
Sir And. Mitchell, K. B.	Windsor Castle	98	Channel
Peter Rainer, Esq.*	Suffolk	74	East Indies
Lord Hugh Seymour*	Sans Pariel	80	Jamaica
C. M. Pole, Esq.*	Agincourt	64	For Newfoundland
Rt.H. Lord Nelson, K.B.	San Josef	120	
Rear Admirals.			
Sir Charles Cotton, Bart.	Prince George	98	Channel
Sir Erasmus Gower, Knt.	Princess Royal	98	Channel
John Holloway, Esq.			North Sea
John Blankett, Esq.	Leopard	50	East Indies
C. Collingwood, Esq.	Barfleur	98	Channel
J. H. Whitshed, Esq.	Temeraire	98	Channel
J. T. Duckworth, Esq.	Leviathan	74	Leeward Islands
Sir Robert Calder, Bart.	Prince of Wales	98	Channel
Sir R. Bickerton, Bart.	Swiftsure	74	Mediterranean
Sir J. B. Warren, Bart.	Renown	74	Lisbon
E. Thornborough, Esq.	Mars	74	Channel
Sir J. Saumarez, Knt.	Cæsar	80	Channel
Thomas Totty, Esq.	Alkmaar	56	Portsmouth

RECAPITULATION.

Admirals - - - - - - - - -	8
Vice Admirals - - - - - - - -	9
Rear Admirals - - - - - - - -	13
Total in Commission - - - - -	30

STATE
OF
THE BRITISH NAVAL FORCE.

AT a period apparently so important as the present, when the hopes of every Briton appear naturally rivetted on the efforts of the Navy, every measure that can possibly be taken to improve and augment it, must be in a peculiar degree grateful to every true lover of his country. The present list comprises the undermentioned ships on their different stations, exclusive of many others which the Admiralty Board have, with the most attentive care, ordered to be equipped with the utmost dispatch.

CHANNEL FLEET.

Names	Guns	Commanders.
Ville de Paris	110	Ad. Earl St. Vincent 1st Capt. Sir T. Troubridge 2d Capt. G. Grey
Royal George	100	Ad. Sir Hyde Parker, Knt. Capt. R. W. Otway
Royal Sovereign	100	Vi. Ad. Sir Henry Harvey, Knt. Capt. Rd Brown
Atlas	98	Capt. T. Jones
Barfleur	98	R. Ad. C. Collingwood Capt. Irwin
Formidable	98	Capt. Rd. Grindall
Glory	98	T. Wells
London	98	J. C. Purvis
Neptune	98	J. Vashon
Prince	98	Earl Northesk
Prince George	98	R. A. Sir C. Cotton Capt. C. Rowley
Princess Royal	98	R. Ad. Sir Erasmus Gower Capt. D. Atkins
Prince of Wales	98	R. Ad. Sir R. Calder, Bart. Capt. Wm. Rowse
Saint George	98	Capt. Wm. Wolseley
Temeraire	98	R.A. J. H. Whitshed Capt. E. Marsh
Windsor Castle	98	Vi. Ad. Sir And. Mitchell, K. B. Capt. J. Oughton
Cæsar	80	R. Ad. Sir Ja. Saumarez Capt. J. Brenton
Gibraltar	80	Capt. W. H. Kelly
Juste	80	H. Sawyer
La Pompee	80	Ch. Stirling
Impetueux	78	Sir E. Pellew, Bt
Achilles	74	Geo. Murray
Belleisle	74	Wm. Domett
Bellona	74	Sir T B. Thompson
Canada	74	Hon. M. De Courcy
Captain	74	Sir R J Strachan
Centaur	74	J. Markham
Courageux	74	G. Duff
Cumberland	74	R. C. Reynolds
Defence	74	Lord H. Paulet
Defiance	74	R. Retalick (act)
Edgar	74	E. Buller
Elephant	74	T. Foley
Excellent	74	Hon R. Stopford
Ganges	74	J. F. Freemantle
Magnificent	74	E. Bowater
Mars	74	R. Ad. E. Thornborough Capt. R. Lloyd
Montague	74	Capt. Hon. H. Curzon
Ramilies	74	R. Barlow
Resolution	74	A. H. Gardner
Robust	74	W. Brown
Russell	74	Sir T. Williams
Saturn	74	C. Boyles
Spencer	74	H. D. Darby
Superb	74	J. Sutton
Terrible	74	F. Fayerman
Triumph	74	E. Harvey
Venerable	74	S. Hood
Warrior	74	C. Tyler

RECAPITULATION.

No.		Guns.
1	of	110
2		100
13		98
4		80
1		78
28		74

Total 49 of the Line.

The following Line of Battle Ships are completely manned, and will compose the North Sea Fleet, or any other service that may be thought necessary:

Names.	Guns.	Names.	Guns.
San Josef	112	Veteran	64
Ajax	80	Polyphemus	64
Renown	74	Agincourt	64
Audacious	74	Ruby	64
Monarch	74	Texel	54
Invincible	74	Madras	54
Princess of Orange	74	Hindostan	50
Leyden	68	Assistance	50
Monmouth	64	Isis	50
Ardent	64	Glatton	54
Raiſonable	64		
Agamemnon	64	Total	22

Excepting four or five undergoing ſlight repairs, the whole number are ready for ſervice.

The following Ships are in Dock, and will ſhortly be repaired:—

Names.	Guns.	Names.	Guns.
Victory	110	Culloden	74
Powerful	74	Dictator	64
Goliah	74		
Bellerophon	74	Total	6

Such of the following Ships as want the least repairs will be taken into Dock first:

Names.	Guns.	Names.	Guns.
Salvador del Mundo	112	L'Hercule	74
Britannia	110	Brunswick	74
Queen	98	Hannibal	74
Namur	98	Alcide	74
Blenheim	98	Utrecht	68
Malta	84	Admiral de Ruyter	68
Canopus	80	Cerberus	68
Donnegal	80	Vigilant	64
Tonnant	80	Standard	64
Zealous	74	Lion	64
Vanguard	74	Aſia	64
Aboukir	74	Batavier	54
Spartiate	74	Beſchermer	54
Theſeus	74	Broederſchap	54
Vengeance	74	Leander	50
Orion	74		
Irreſiſtible	74	Total	34

The Guard, Hospital, and Prison Ships, amounting to near thirty sail of the line, are not included in any of these lists.

A List of His Majesty's Ships and Vessels on the *Lisbon*, *Gibraltar*, and *Mediterranean* stations.

Those marked thus † are *armée en flute*

Those marked thus * are on their passage.

Names	Guns	Commanders	Names	Guns	Commanders
Foudroyant	80	V. Ad. Ld. Keith, K. B Capt. T. Stephenson	Renown *	74	R. Ad. Sir J. B. Warren Capt. J. C. White
Ajax	80	Hon. A. Cockrane	Swiftſure	74	R.A. Sir R. Bickerton Capt. B. Hallowell
Le Tigre	80	Sir W. S. Smith, Knt.			

Names	Guns	Commanders
Alexander	74	Capt. A. J. Ball
Dragon	74	J. Aylmer
Genereux	74	M. Dixon
Hector	74	J. Elphinstone
Kent	74	W. Hope
Minotaur	74	T. Louis
Northumberland	74	G. Martin
Haerlem	68	G Burlton
Diadem +	64	Sir T. Livingstone, Bart.
Wassenaar +	64	J. Larmour
Stately +	64	G. Scott
Brakel	54	G. Clarke
Europa +	50	J. Stevenson
Charon +	44	R. Bridges
Chichester + *	44	J. Steven
Dover (armed tr)	44	Lieut. H. Kent
Expedition +	44	Capt. T. Wilson
Endymion *	44	P. C. Durham
Regulus +	44	T. Pressland
Roebuck +	44	J. Buchanan
Serapis*(st. ship)	44	C. Duncan
La Minerve	42	G. Cockburn
Santa Dorothea	42	H. Downman
La Pique *	40	J. Young
Santa Teresa	40	R. Campbell
Diamond	38	E. Griffith
Hebe +	38	G. Reynolds
La Modeste +	38	M. Hinton
Pallas +	38	J. Edmonds
Phæton	38	J. N. Morris
Seahorse *	38	E. J. Foote
Caroline	36	W. Bowen
Concorde	36	R. Barton
El Carmen	36	W. Selby
Flora	36	R G, Middleton
Florentia	36	J. Broughton
Inconstant +	36	J. Ayscough
Phœnix	36	L. W. Halsted
Penelope	36	H. Blackwood
Romulus +	36	J Culverhouse
Alcmene	32	H. Digby
L'Aurore(pr.sh.)	32	P. Beaver
Blonde +	32	J. Barn
Courageux(re.sh)	32	———
Ceres +	32	J. Nicholas
Druid +	32	C. Apthorpe
Greyhound *	32	C. Ogle
Maidstone *	32	R. Donnelly
Mermaid	32	R. D. Oliver
Niger + *	32	J. Hillyar
Pearl	32	S. J. Ballard
Success	32	S. Peard
Winchelsea +	32	J. Hatley
Alligator +	28	G. Bowen
Aurora	28	———
Dido + *	28	D. Colby
Mercury	28	T. Rogers
Pegasus +	28	J. Pengelly
Resource +	28	J. Crispo
Thisbe +	28	J. Morrison
Vestal +	28	V. Collard
Champion	24	Lord W. Stuart
La Constance	24	J. B. Hay
La Determine *	24	J. C. Searle
Alliance*(st.sh.)	20	J. Melhuish
La Bonne Citoyenne	20	R. Jackson
Termagent	20	W. Skipsey
Cameleon	18	F. L. Maitland
Corso	18	W. Ricketts
La Fortune	18	G. Davies
Milbrook	18	Lieut. M. Smith
Minorca	16	Capt. G. Miller
La Mondovi	16	J. Stewart
Netley	16	F. G. Bond
Port Mahon	18	W. Buchanan
El Vincelo	18	G. Long
Peterell	16	C. Inglis
La Salamine	16	T. Briggs
Sir Thomas Pasley (Hd. Brig)	16	Lieut. Nevin
Bulldog (Bomb)	14	Capt. B. Davies
Incendiary (fire ship)	14	R. D. Dunn
La Mutine	14	W. Hoste
Pigmy (cutter)	14	Lieut. W. Shepheard
Speedy	14	Capt. Lord Cockrane
Transfer	14	E. O'Brien
Louisa (hd. brig)	14	Lieut. Truscott
L'Entrepenante (cutter)	12	Swinney
La Victorieuse *	12	Capt. J. Richards
La Fulminante (cutter)	8	Lieut. R. Corbet
Strombolo(bomb)	8	Capt. A. Thompson
Torride (ketch)	7	———
La Legere(g. ves.)	6	———
LadyNelson(cut.)		———
LaVictoire(ten.)		———
Urchin (g. vessel)		———
Seet		———

RECAPITULATION.

Of the Line	17
Fifties	1
Frigates	51
Sloops, &c. &c.	32

A List of His Majesty's Ships and Vessels in the *West Indies*, and on the *Leeward Island* station.

Those marked thus * are on their passage.

Names	Guns	Commanders
Sans Pariel	80	V.A. Ld. H. Seymour Capt. C. V. Penrose
Leviathan	74	R.A.J. T. Duckworh Capt. E. D. King
Carnatic	74	C. Brisbane
Thunderer	74	R. Mends
Admiral Devries (prison ship)	68	———

Names	Guns	Commanders
York	64	J. Ferrier
Abergavenny (guard ship)	54	———
Tromp (armed en flute)	54	———
Gorgon * (armed flute)	44	J. Hill
Magnamine	44	W. Taylor
Severn	44	J. Whitby
La Seine	42	D. Milne
Acasta	40	E. Fellowes
Diana	38	J. P. Beresford
Tamer	38	T. Western
Thetis * (armed en flute)	38	H. E. R. Baker
L'Unite	38	T. Harvey
Apollo	36	P. Halkett
Crescent	36	W. G. Lobb
La Decade	36	WG Rutherford
Glenmore	36	J. Talbot
Melampus	36	G. Moore
La Nereide	36	F. Watkins
Amphion	32	RH. A. Bermett
L'Amiable	32	H. Raper
Andromeda *	32	J. Bradby
Boston	32	J. E. Douglass
Juno	32	G. Dundas
Lowestoffe	32	R. Plampin
Meleager	32	Hon. T. B. Capel
Quebec	32	H. W. Bayntum
Retribution	32	S. P. Forster
Syren *	32	T. Le. M. Gosselin
Southampton	32	J. Harvey
Surprize	32	C. Laroche
Amphitrite	28	C. Ekins
Bourdelais *	28	T. Manby
Circe	28	J. Woolley
Calcutta *	28	J. Anderson
Hind *	28	J. Larcom
Venus * (armed en flute	28	T. Graves
La Legere	28	C. Quinton

Names	Guns	Commanders
Arab	22	J. Perkins
La Volage	22	F. Vesey
Le Babet *	20	J. Mainwaring
Daphne	20	R. Matson
Gaiete	20	R. Peacocke
La Prompte	20	———
Tisiphone	20	J. Davie
Bonetta	18	H. Vansittart
Busy	18	Lord Falkland
Cyane	18	H. Matson
Diligence	18	C. B. H. Ross
Republican	18	———
Swallow	18	J. Hayes
Surinam	18	C. Cole
Albicore	16	W. Chilcott
Calypso	16	J. Baker
Camphaan	16	R. Thwaits
Fairy *	16	F. Warren
Hawke	16	J. M. Garnier
Hornet	16	J. Nash
Merlin	16	H. Dawe
Rattler	16	J. M. Spread
L'Athenione	14	———
Drake	14	S. Younghusband
Echo	14	J Serrell
L'Espiegle	12	Lieut. Fishley
Musquito Scho.	12	J. Bennett
Steady (gun ves.)	12	Covell
Asp * (ditto)	12	Ferrieres
Staunch * (ditto)	12	Anvil
Frederick (armed ship)	10	Edwards
Gipsy (tender)	10	Boger
La Resolue	10	———
Alexander (tend.)	6	———
Garland (ditto)	6	———
L'Eclair (gunves.)	5	———
Dauphin Royal (schooner)		———
Enterprize (sch.)		———
Guachapin		S. Butcher
Pedro (sch.)		———

RECAPITULATION.

Of the Line	8
Frigates	34
Brigs, Sloops, &c.	40

List of His Majesty's Ships and Vessels stationed in the *East Indies*, and at the *Cape of Good Hope*.

Those marked thus + are stationed at the Cape.
Those marked thus * are on their passage.

Names	Guns	Commanders
Arrogant	74	Capt. E. O. Osborn
Adamant +	50	W. Hotham
Albatross	18	W. Waller
Amboyna	10	Lieut. W. Sheldrake
Abundance (store ship)	16	W. Price (Mast)
Suffolk	74	Vice Ad. P. Rainier Capt. P. Malcolm
Tremendous +	74	J. Osborne
Victorious	74	W. Clark

Names	Guns	Commanders
Belliqueux *	64	R. Bulteel
Intrepid	64	W. Hargood
Lancaster +	64	V. Ad. Sir R. Curtis Capt. T. Larcom
Trident	64	J. Turnor
Centurion	50	J. S. Rainier
Diomede	50	Hon. C. Colphinston
La Forte	50	L. Hardyman
Jupiter +	50	G. Losack

Names	Guns	Commanders	Names	Guns	Commanders
Leopard	50	Rear Ad. J. Blankett	Hobart	18	——
		Capt. T Surridge	Orestes	18	W. Haggitt
La Sybillé	44	C. Adam	Star †	18	Lieut. Street (acting)
La Virginee	44	G. Astle	Rattlesnake †	16	Capt. R. Curtis
Braave	40	T. Alexander	Euphroyone †	4	Lieut. Walker
L'Imperieuse	40	J. Rowley	Providence		Mayo (acting)
Hussar *	38	Ld. Vis. Garlies	Vulcan (bomb)		Capt. F. R. Straton
Dædalus	32	H. L. Ball	Lord Nelson (store ship)		——
Fox	32	H Stuart (act.)			
Orpheus	32	W. Hills			

HALIFAX STATION.

Names.	Guns.	Commanders.	Names.	Guns.	Commanders.
America	64	V.A. SirW.Parker, Bart. Capt. J. Bingham	St. Albans	64	Capt. J. O. Hardy
			Cleopatra	32	J. Pellew
			Pheasant	18	H. Carew
Andromache	32	R. Laurie	Lilly	16	Jos. Spear

NEWFOUNDLAND STATION.

That marked thus * is fitting for the station.
Those marked thus † are on their passage.

Agincourt *	64	R.Ad. C. M.Pole Capt. F.G.Ryves	Voltigeur †	18	Capt. L.Thompſon
			Pluto	14	H. F. Edgell
Camilla	20	R. Larken	Trepassey	6	Lieut. Scambler

AFRICAN STATION.

LaMelpomene †	44	Capt. SirC.Hamilton	Empress Mary (arm. store ship)		Capt. J. Laird, Master
Osprey	18	J. Watts			
Fly †	16	J. Duval	Lively (store ship)		——

* * *

ON comparing the annexed Statement of the force possessed by the principal Maritime Powers of Europe which appear in league againſt Great Britain, it will appear, that there is no room for the smalleſt inquietude as to any disasters that may be occasioned in consequence of it.

List of the French and Spanish Fleets in Breſt:

Names.	Guns.	Names.	Guns.
Ocean	120	Constitution	74
Conceptione	S. 116	Jean Bart	74
Prince Asturias	S. 116	Convention	74
Reyna Louisa	S. 116	Galvis	74
Conde Regla	S. 112	Tourville	74
Justa Anna	S. 112	Mont Blanc	74
Republicaine	110	St. Sebastian	74
Terrible	110	Oriente	S. 74
Invincible	110	St. Joachim	S. 74
Neptuna	S. 80	Conquestadore	S. 74
Indomptable	80	St. Paula	S. 74
Tyrannicide	74	Bahama	S. 74
Dix d'Aout	74	Pelago	S 74
Jemappe	74	St. Elmo	S. 74
Zele	74	Asis	S. 74
Jean Jacques Rousseau	74	Tablo	S 74
Watigny	74	Toberano	S. 74
Revolution	74	Guerrero	S. 74
Cisalpine	74	Formidable	S. 74
Du Quesne	74	Batave	S. 74
Fougeux	74		
Redoutable	74	Total	42

Those marked with an S, are Spanish.

List of the *Russian Fleet* in the Baltic, many of which have been fitted and repaired in England :—

Names.	Guns.	Names.	Guns.
Evsevie	100	Userolod	74
Vladimir	100	Civilot	74
St. Nicholai	100	Cedar	74
Saratov	100	Severnoy Orele	74
Ire Erarkov	100	Arsee	66
Rasteslav	100	Probedt	66
Maksim Ispovendik	74	Elizabeth	66
Sisoi Velikoi	74	No. 82	66
Constantine	74	Graf Orloff	66
St. Peter	74	Jona	66
Pobedoslov	74	Philip	66
Prince Gustaf	74	Pemen	66
Sophie Magdalena	74	Parmen	66
Soris	74	Nikoner	66
Vseslav	74	Ravisan	66
Jaronav	74	Omgeten	66
Pamet Estafei	74	Wladislmi	66
Kleb	74		
Peter	74	Total	37
Helena	74		

List of the *Russian Fleet* in the Black Sea :—

Names.	Guns.	Names.	Guns.
St. Paulus	82	St. Gregorius	50
St. Petrus	74	Psingstsest	50
Epiphania	74	Jungfran Von Casan	50
Holy Trinity	74	Isidore	74
Zacharias	74	Asia	74
Maria Magdalena	68	Pobeda	66
St Nicholas	50		
St. Michael	50	Total	14

The last three sailed from England to the Mediterranean.

The *Dutch* are making extraordinary exertions for the equipment of a fleet. The Chatham, and the Piere Paulus, of 80 guns, are gone to Helvoetsluys ;—another 80 gun ship, built at Amsterdam, a 74, two of 64, and ſeveral frigates, are going from the Zuyder Sea to the Texel.

* * *

AMERICAN NAVY.

THE following is the lateſt return of the Marine of the *United States* :—

Ships.	Guns.	Captains.	Ships.	Guns.	Captains.
United States	44	Barry.	Portsmouth	24	M'Neil.
Chesapeake	44	Barron.	Merrimach	24	Brown.
President	44	Truxton.	Baltimore	20	Cowper.
Constitution	44	Talbot.	Maryland	20	Rogers.
Philadelphia	44	Decator.	Herald	20	Russel.
New York	44		Petapsco	18	Geddes.
Congress	36	Seyer.	Trumbull	18	Jewitt.
Constellation	36	Murray.	Warren	18	Newman.
Insurgent	36	Fletcher.	Norfolk	18	Bainbridge.
John Adams	32	Cross.	Augusta	16	M'Ellroy.
Adams	32	Morris.	Richmond	16	
Boston	32	Little.	Pinckney	16	Hayward.
General Greene	32	Perry.	Pickering	14	Hiller
Geo. Washington	32		Scammell	14	Furnel.
Essex	32	Preble.	Eagle	14	Campbell.
Ganges	26	Mulhony.	Experiment	12	Maley.
Connecticut	24	Tryon.	Enterprize	12	Shaw.

About 15 Revenue Cutters and Galleys.

THE NORTH-EAST PORTS OF GREAT BRITAIN
CONSIDERED IN REGARD TO
THE NORTHERN CONFEDERACY.

SHOULD the expected Naval War with the Powers of the North take place, all the ports on the North East coast of this Island, from Yarmouth to the Isles of Orkney and Shetland, will be frequently visited by privateers and other ships of war; must be protected, perhaps by batteries, but certainly by ships or squadrons of the Royal Navy cruising near; and will, doubtless, gain much by vessels fitted out by their merchants and mariners to intercept the trade, and harass the coasts of the hostile kingdoms.

HULL and NEWCASTLE are the principal towns for shipping on the north east coast of England. Their foreign trade is, principally, to the ports of the Baltic, and the other western and northern coasts of the Continent. Its interruption by the war will not only increase their attention to the fisheries and the coasting trade, but must, at the same time, excite them to send out a number of armed ships, whose captures may supply those commodities from the Baltic which fair trade cannot procure.

The port of BERWICK, at the mouth of the Tweed, possesses advantages, and has in the town a number of skilful, enterprising merchants, with a number of excellent seamen, whose engagements in the fisheries, in the coasting, and in the Baltic trade, will, in the event of a war at sea with the Powers of the North, undoubtedly excite them to fit out privateers, and go a cruising for the ruin of the Swedish and Norwegian fisheries with the greatest zeal and activity.

From the port of LEITH, in times long prior to the union between Scotland and England, the Woods, the Bartons, and the Spences, sailed to extend the authority of the Scots, as warlike seamen, over the northern and middle seas. Many merchants, ship-owners, and gallant seamen now belong to that place. They have been, occasionally, gainers by privateering. Their trade will be materially affected by the breaking out of a war with the people of the north. The inconvenience they must thus feel, and the patriotic gallantry by which they are warmly animated, cannot but prompt them to fit out cruizers, as well for the defence of the coast, as in gainful speculation. Much may be expected from their efforts in a situation so advantageous.

DUNDEE and PERTH, on the Tay, contain an opulent, active, and patriotic mercantile interest, and possess a good deal of shipping. The efforts of the seamen, ship-owners, and merchants of these places, will undoubtedly be vigorous, bold, daringly enterprising. Their trade is liable to be severely injured by the immediate effect of the war. Even the security of their harbours may be endangered, if their own exertions, as well as those of Government, be not vigorously employed for their protection. The efforts which they shall now make, may destroy those parts of the trade and navigation of the Continental Nations, which exist in direct rivalry with theirs. Their ardent patriotic endeavours may undoubtedly be depended on, and cannot prove otherwise than useful and glorious to their country, as well as directly beneficial to themselves.

ARBROATH, ABERDEEN, MONTROSE, have shipping, merchants, sailors, and interest in the coasting trade, the intercourse with the Baltic, and the fisheries. Their exertions, in concurrence with those of Government, are demanded for their own defence. They may be expected to send out, also, cruising armed vessels, and to act with efficacy against the trades of Russia, Denmark, and Sweden.

The MORAY FRITH, sheltered as it is on three sides, affords accommodation for the fleets and privateers of Britain, in the prosecution of this maritime war. It may be hoped, that it shall be guarded from becoming, at any time, a refuge to the privateers or squadrons of the enemy. Has it, hitherto, since the beginning of the present war, been kept, at all times, sufficiently free from Dutch and French privateers?

The Bay of CROMARTIE lies within the Moray Frith. Its entrance, bounded by two promontories, named the Shooters of Cromartie, is about a mile and a half in breadth. For several miles up the bay, excellent anchorage-ground is to be found. On both sides is a great depth of water; and the shore is so smooth and favourable, that a vessel might even be driven from her cables without suffering damage upon it. Such is the capaciousness of the bay in length, breadth, and depth, that almost the whole British Navy might safely ride at anchor within it. In all violent easterly storms, it is the only refuge for ships in these parts. There is, at Cromartie, a small harbour for the reception of vessels of 350 tons burthen. The possession of such a bay, in these parts, cannot but be eminently favourable to the operation of the squadrons, and single ships of Britain, against the trade and armed navies of our continental enemies.

The Isles of ORKNEY and SHETLAND are invaluable nurseries of seamen, and men of generous enterprize in every province of useful exertion. From their inhabitants, much may be at this time expected against our continental foes. The young men will eagerly enter into the Royal Navy and privateers, for the defence of their native Isles, and for the annoyance of the enemy. Their knowledge of these seas, and of the opposite continental coasts, cannot but prove of the utmost consequence. If the navies and trade of Denmark, Russia, and Sweden, may be overpowered in the present war; the people of Orkney and Shetland will be great and immediate gainers. Even from their efforts alone, how much may we not reasonably expect?

The inhabitants of the Western Scottish Isles, the HEBUDÆ, or Hebrides, are all so much accustomed to a seafaring life, and retain so much of the native heroism of ancient Highlanders, that almost every thing great and successful may be hoped from their gallantry during the war.—We shall find, that the Hebudians, the Shetlanders, the people of the Orkneys, compose so many MARITIME GARRISONS, ready at all times to protect the Isle against piracy or invasion from the North of the Continent.

CAPE OF GOOD HOPE, NOVEMBER 10.

HIS Majesty's ship Jupiter, Captain Losack, has returned to this place, from a cruise of six months off the Mauritius, in a very leaky condition, in consequence of a terrible hurricane which she encountered off Madagascar. Admiral Sir Roger Curtis has shifted his flag from the Lancaster, of 64 guns, to the Jupiter, of 54 guns; and ſent the former, with the Adamant, of 50 guns, and the Rattlesnake, of 18 guns, under the command of Capt. Hotham, to cruise off the Mauritius.

Sir Roger Curtis's command continues to give great satisfaction to both Navy and Army. It is his intention to keep the Mauritius well watched, and the squadron was fitted with the greatest dispatch for that cruise.

CHATHAM, JAN. 15.

ARRIVED at the Dock-yard, the Navy Board, which consisted of Sir A. Snape Hammond, Comptroller; Commissioner Hartwell, Clerk of the Acts; Commissioner Hope; and Sir John Henslow, Surveyor; the Board ſat three days, inspecting all the ships in the harbour, and ordered the whole to be equipped for sea:—the first in rotation are the Invincible, Powerful, Zealous, Asia, and the Lion; the Blenheim to be cut down to make a 74 gun ship, and the Gelykheid. The workmen of the yard were ordered to work by candle-light an additional tide extra, and in order to clear the Dock where the Director was pulling to pieces, they worked until two o'clock in the morning, and docked the Zealous in the same dock.

PLYMOUTH REPORT,

FROM DECEMBER 21 TO JANUARY 20.

Dec. 22. Wind S. W. Rain and fog. Came in from a ten weeks cruise, Cambrian, of 44 guns, Hon. Captain Legge; and St. Fiorenzo, 40. Also the Prince of Wales, of 98 guns, Rear-Admiral Calder; Elephant, 74, Captain Foley; Triumph, 74; and London, 98, Captain Purvis, from the Channel Fleet, which they left off the Eddystone all well this morning, steering for Torbay. Went into dock to refit, the Glory, of 98 guns; and Robust, 74.

23. Wind S. E. Rain, and fog. Came in from a cruise the Eurydice, of 24 guns, Captain Talbot.

24. Wind S. W. Rain. Arrived the Minerva, a transport, from Gibraltar, which garrison she left all well the 2d instant. Sailed the Valiant lugger on a cruise. Came in the American brig Susanna (from Philadelphia), Captain Donaghadu, with sugar, coffee, &c. for Bourdeaux, detained and sent in here by L'Ambuscade, of 40 guns, Hon. Captain Colville. Sailed the Thames, of 32 guns, Captain Lukin, on a cruise. Came in a French brig laden with wine and brandy, prize to the Dalby cutter, of 10 guns, Lieutenant Watson. Also the Immortalité, of 44 guns, Captain Hotham.

25. Wind N. W. Fair. Sailed with victuallers for Torbay, the London, of 98 guns, Captain Purvis. Came in the Telegraph, of 18 guns, Lieutenant Corsellis, from a cruise. Came in, the Nimrod, of 20 guns, Captain Edwards, from Jamaica, with dispatches from Admiral Lord Hugh Seymour for the Admiralty, which were forwarded by Express. Also the Plymouth lugger, of 14 guns, Lieutentant Elliot, having lost her bowsprit in a gale of wind. She chased and fired at in the night of the 14th instant, the Hero of St. Maloes, of 16 twelve-pounders, but she got off in the night.

26. Wind S. W. Hard Rain. Came in the Venus of and from Jamaica, for London, taken by La Gironde French privateer, of 32 guns, and 320 men, retaken by the Triton, of 32 guns, Captain Gore. La Gironde had captured two other Jamaica men besides the Venus, with sugar, coffee, cotton, &c. worth each 30,000l. The Triton chased La Gironde 230 miles to the southward, but lost her in the night in a gale of wind and squally weather. She also chased a French frigate but she escaped.

27. Wind variable. Rain. Sailed for Torbay the Prince of Wales, of 98 guns, Rear-Admiral Calder.

28. Wind S. S. E. Rain. By the French prize-master of a brig retaken by the Plymouth lugger, is learnt that there are three large frigates and a corvette at St. Maloes ready for sea, but cannot proceed to sea for want of hands. So much encouragement has been given to fit out privateers, that there were on the 1st of this month fitting for and at sea as follows:

From Dunkirk and Calais, sixteen privateers from twenty-four to fourteen guns.

From Boulogne and Dieppe, thirty-two ditto from twenty to fourteen guns.

From St. Valleroy, nine ditto from twenty-two to fourteen guns.

From Havre de Grace and St. Maloes, thirty ditto, from twenty-eight to fourteen guns.

The above are exclusive of numerous row-boats.

It should be observed that all French privateers above St. Maloes cruise in the Narrows, North Sea, and towards the Baltic, to interrupt our trade in that quarter

29. Wind S. W. Hard Rain. Sailed direct for Calcutta, the extra East India ships for rice, Automatia, of 32 guns, Captain Curtis; and Sir J. B. Warren, of 12 guns, Captain Davis.

30. Wind E. N. E. Cloudy and cold.

31. Wind N. W Cloudy. Sailed the Speedwell lugger Lieutenant Tomlinson, with dispatches for the Straits.

Jan. 1. 1801. By an express from Falmouth, received from Captain Curtis, of the Automatia, of 32 guns, which sailed for rice to Calcutta on Sunday from this port, it appears she carried away all her masts in a violent squall off the Lizard, on Monday noon. She was towed close in with Falmouth by the Defiance, of 74 guns, Captain Shivers, and is arrived there. This being the commencement of a new year, the opening of the nineteenth century, and the day on which the Union betwixt Great Britain and Ireland is to take place, was observed with every demonstration of joy. At twelve at noon the Royal Imperial standard was hoisted at Government-house, on board the flag ship in Hamoaze. and the new Imperial Union Jack was hoisted at the citadel, and all the other batteries, on which a blaze of artillery from the men of war, citadel, and all the above batteries, took place, of twenty-one guns, which was answered by a treble *feu-de-joye* of all the regiments, volunteers, and association corps in garrison.

2. Wind S. E. Fair. This forenoon the remains of Viscount Lord Ranelagh, late of the Doris frigate, were interred in Stoke church-yard, with all possible naval and military honours: all the Captains of the Navy, the General and Field-Officers of the troops and Marines, attending in solemn procession. Sailed to join the Channel Fleet the Elephant, of 74 guns, and Excellent, of 74. Arrived from a cruise the Renard, of 24 guns, Captain Spicer. Sailed on a cruise the Raven, of 18 guns, Captain Saunders.

3. Wind S. W. Showery. Passed up the Channel Fleet for Torbay. Arrived from Belfast, the Hibernia linen ship, worth 120,000*l.* under convoy of the Galatea, of 38 guns, Captain Byng; she brought passenger J. Dalway, Esq. Member for Belfast in the Imperial Parliament. The Galatea experienced very bad weather off the Islands of Scilly. Came in from Portsmouth the Audacious, of 74 guns, Captain D. Gould, to be paid off. Went into dock the Glory, of 98 guns.

4. Wind S. W. Blows hard, with rain. Came in a light Dane, of 400 tons, detained by the Telegraph, of 18 guns.

5. Wind N. W. Blows hard. Last night from 9 P. M. to 7 this morning, the gale increased to an hurricane at S. S. W. of the most tremendous kind, with a florid brassy sky in the horizon in the south quarter. At 2 A. M. the roaring of the wind and sea so frightened many families, that they actually

staid up all night; the dreadful interval at periods of some still minutes, was rendered more terrible by guns of distress firing repeatedly; when in a moment the gale increased beyond its former fury, and raged till day-break, the sea running mountains high. The men of war drove, but the holding in the Sound being good they all rode out the gale in safety, and the wind shifting to N. N. W. it lulled quite calm. It is supposed to have been the hardest gale of wind experienced at this port for many years.

6. Wind N. N. W. Cloudy. This day Admiral Sir T. Pasley, Bart. hoisted his flag as Admiral of the Blue, on board the Cambridge, of 84 guns, in Hamoaze; on which each ship manned yards, and gave three cheers, and changed their colours from Red to Blue

7. Wind S. E Cloudy. Arrived from the Channel Fleet, the Magnificent, of 74 guns, Captain Bowater; and the Defiance, 74, Captain Shivers. They left the squadron off the Black Rocks all well, the 3d instant. Captain Manley this day hoisted his pendant on board the St. Isydro prison-ship, as superintendant of prisoners of war at this port, *vice* Captain Lane, promoted as Captain of the flag-ship. Came in the Inflexible, of 64 guns, *armée en flute*, Captain Page, with naval and military stores for Malta; she sprung her foretop mast in a violent gale of wind off the Lizard. Sailed the Prince of Wales, of 98 guns, to join the Channel Fleet.

8. Wind S. E. Cloudy. Arrived the Achilles, of 74 guns, from a cruise off Brest, also, after a five months cruize in the Bay, the Triton, of 32 guns, Captain Gore.

9. Wind E. Fair. Went up the Harbour to be paid off the Audacious, of 74 guns, Captain Gould. Letters from the gallant Lieutenant C. Boger, of the Gypsey schooner, dated Antigua, state he is nearly recovered from his 3 wounds, after a most severe and well fought action with a French privateer, full of men, which he carried into that island. Went into Barn Pool, to refit, the Triton, of 32 guns. Passed down seven East Indiamen for Calcutta, under convoy of the Hussar, 36 guns, Captain Lord Garlies.

10. Wind E. Cloudy. Went out of dock, the Glory, of 98 guns, Captain T. Wells, having had her poop cut down. Sailed the Triumph, of 74 guns, to join the Channel fleet. Also Immortalite, of 44 guns, Captain Hotham, and Dasher, of 18 guns, Captain Tobin. Sailed the Inflexible, of 64 guns, (armée en flute) for Malta, she touches at Cork to take in a regiment, supposed Hompesch's hussars. Arrived the Castle, of London, from Jamaica for London, with a valuable cargo of rum, sugar, &c. worth 40,000l. taken by a French privateer, and recaptured by the Magicienne, of 36 guns, Captain Ogilvie.

11. Wind E. Cloudy. Came in a French sloop, with wine and brandy, bound to Brest, prize to the Captain, of 74 guns, and Nelson cutter, Lieutenant Pearce. Also a Prussian galliot, with hemp and iron, cleared out from Elsineur to Lisbon, with a passport from the French Consul, at the former port, she was found at anchor off Quiberon, waiting for a pilot for Brest. Came in the Captain, of 74 guns, Captain Sir R. Strachan, Bart. from the coast of France, very leaky, she was attended by the Fisgard, of 48 guns, Captain Martin, and Lord Nelson cutter, off the sound; she fired guns of distress from Pontie points, till she got into the narrows, when all the boats of the yard and fleet came to her assistance, and she got into Hamoaze very leaky, pumping all her trip from the Black Rocks. Sailed again the Fisgard, of 48 guns, on her station off Ushant.

12. Wind E. Fair. By accounts from the Captain, of 74 guns, arrived yesterday, it appears that she struck on a sunken rock off Ushant, with so violent a shock under the step of the foremast, that she made water very fast almost 3 inches a minute, but with the great exertions of the officers and crew, by continual pumping, they kept her free till her arrival in this port, when the leak had increased very much: she will go into dock to be overhauled: it is said the rock on which she struck, was laid down wrong. Sailed the Heureux, of 24 guns, on a cruize. Came into refit the Prince George, of 98 guns, and the Prince, 98, to be paid wages and prize money.

13. Wind E. S. E. Cold and Cloudy. Came in from a cruise L'Ambuscade, of 40 guns, Honourable Captain Colville. Sailed for Spithead, to be docked, Galatea, of 38 guns, Captain Byng. By letters from the flying squadron off Brest, it appears that seven sail of French men of war, with several frigates full of troops were lying in the outer road, ready for a start. The Megæra, of 18 guns, Captain Ricketts, was dispatched by Admiral Harvey, to Earl St Vincent, to apprize him of the intelligence. Went into the Sound, the Flora, of 14 guns, Lieutenant Carpenter, having repaired her damages received in going ashore in Hamoaze.

14. Wind N. N. E. Fair. Came in the Bon Success, French Bark, with wine from Bourdeaux, prize to the Magicienne frigate. Arrived the Abo Tuckerman, from Riga, with hemp and iron; one of the ships which escaped the embargo and would not permit the Russian soldiers to board her.

15. Wind S. W. Cloudy. Went into the Sound, the Revolutionaire of 44 guns, Captain Twysden. Sailed to join the fleet, the Excellent, of 74 guns, Hon. Capt. Stopford Came in from a cruise, Immortalite of 44 guns, Captain Hotham, and Fortunee, from Morlaix, with bale goods, detained by the Fanny of 14 guns, Lieutenant Frissell, but released. Also the Princess Royal, of 98 guns, Captain (now Rear Admiral Russell), to have a Court Martial held on some of her officers.

16. Wind S. E. Mild and Fair. Came in La Bompard, French gun lugger raft, prize to the Boadicea, of 44 guns, on her passage from Havre to Brest; she is of a curious construction and is very low, drawing only three feet and half water; she carries 30 men, can take 150 soldiers with ease, but one 13 inch mortar, one long 24 pounder, four swivels besides small arms; her No. 69, and is one of 200 sail which have been lying at Havre nearly 2 years, and were originally meant for the invasion of England; her gangways are fortified, are very broad, and under them cases fitted for shells and shot.

17. Wind S. W. Cloudy. Arrived early this morning Vice-Admiral the Right Hon. Lord Nelson. He immediately hoisted his flag on board the San Joseph, 120, and was saluted by the flag-ship, the Cambridge, and cheered by the whole fleet. Orders came down this day to lay an embargo on all Swedish and Danish vessels in this port, about thirty-five sail were immediately stopped. Arrived the Betsy cartel, with seventy-nine British seamen from Morlaix, when she left, all persons from sixteen to fifty were put in requisition, and sent to Brest for the fleet. Came in the Harmony, of New York, from Teneriffe, with wine for the Navy; Three Sisters, from Memel; Amphion, from Riga; and Hannah, from Dantzick, with bulk, deals, hemp, iron, and masts for the dock-yard. It must be peculiarly gratifying to all lovers of their country to know, that by the provident care of Government, the dock-yard in this port was never so full of timber, iron, hemp, masts, &c. as at present, there being at least eighteen months consumption.

18. Wind S. W. Blows a gale with hard rain. Came in the Duke of Kent, of Dartmouth, from Newfoundland, with fish and cod oil, taken by a French privateer, and retaken by the Suffisante, of 14 guns, Captain Whitman, just going into Brest. Went up into Barnpool the Magnificent, of 74 guns. Sailed the Immortalité, of 44 guns, Captain Hotham.

19. Wind N. W. Flying clouds, Fair. Being the anniversary of her Majesty's birth-day, it was observed with every mark of respect. The Royal Standard was displayed on board the Cambridge, of 84 guns, Admiral Sir T. Pasley, and San Joseph, of 120 guns, Vice-Admiral Lord Nelson, which were saluted by the whole fleet. Vice-Admiral Lord Nelson dined with the Captains of the Navy at Admiral Sir T. Pasley's.

20. Wind. S. W. Blows hard. Sailed on different stations with the King's proclamation for stopping all Russian, Danish, and Swedish vessels, the Fanny, of 14 guns, Lieutenant Frissell; Plymouth lugger, Lieutenant Eliot; Lord Nelson cutter, Lieutenant Pearce; Earl St. Vincent schooner; Sprightly cutter, Lieutenant Jump.

PORTSMOUTH REPORT,

FROM DECEMBER 28 TO JANUARY 25.

Dec. 28. Sailed his Majesty's ship Endymion, Sir Thomas Williams, with his Royal Highness Prince Augustus on board, for Lisbon; La Loire, Captain Newman, and Topaze, Captain Church, to cruise off Havre.

29. Sailed the Active, Captain Giffard, to cruise of Havre; Rambler, Captain Schomberg, on a cruise; and the Grand Falconer cutter, Lieutenant Chilcott, with the Force and Bouncer gun-brigs, for Marcou.

31. Sailed the St. Fiorenzo, Captain Patterson, to cruise off Havre.

Jan. 1, 1801. Arrived the Jason, Captain Yorke, from a cruise.

3. Arrived at St. Helens, La Loire, Captain Newman, and the Active, Captain Giffard, from off Havre.

7. Sailed the Determinée, of 32 guns, Captain Searle, with four transports under convoy for the Mediterranean; and the Fly, of 16 guns, Captain Duval, with a convoy for the coast of Africa.

8. The Jason, of 44 guns, Captain Yorke, on a cruise; and the Hussar, of 38 guns, Captain Lord Garlies, with the Henry Addington, Carnatic, Nottingham, and Ocean, outward-bound East Indiamen under convoy; also the Suffolk and Experiment for the Cape of Good Hope.

13. Arrived the Brilliant, of 28 guns, Hon. Captain Paget, with four transports under convoy, containing part of the 9th and 52d regiments on board from Lisbon; the Heureux, of 24 guns, Captain Bland, from Plymouth; and the Beaver, of 18 guns, Captain Jones, from a cruise. Sailed La Loire, of 44 guns, Captain Newman; Active, of 38, Captain Giffard, and Wolverene, of 16, Captain Wright, to cruise off Havre.

16. Arrived the Jason, of 44 guns, Captain Yorke; Castor, of 32, Captain Gower, and Harpy, of 18, Captain Birchall, from a cruise; and the Galatea, of 32, Captain Byng, from Plymouth.

17. Sailed the Mars, of 74 guns, Captain Monkton, for Plymouth, and Hazard, of 16 guns, Captain Butterfield, for Ireland. Captains Grindall, Atkins, and Baker, went passengers in them; the two former in the Mars, to join their respective ships at Plymouth; and the latter in the Hazard, to join the Phœbe, at Cork. And, in consequence of express orders received yesterday afternoon, the following ships sailed this day on separate cruises, with orders to detain all Swedish and Danish vessels of every description: Jason, of 44 guns, Captain Yorke; Brilliant, of 28, Hon. Captain Paget; Snake, of 18, Captain Tinling; Harpy, of 18, Captain Birchall; and the Beaver, of 18, Capt. Jones.

19. Arrived the Lapwing, Captain Rotheram, from the Downs; and La Loire, Captain Newman, from off Havre de Grace.

20. Arrived the Leda, Captain Hope, from the Downs; and the Champion cutter, Lieutenant Richardson, from Marcou, with the marines and seamen on board, who were wounded in an attack made by seventy volunteers, commanded by Lieutenant Thomas, from the island, against a French gun-brig lying under the protection of a battery, near the harbour of Havre de Grace, and who were forced to retreat with the loss of twenty-four men, killed and wounded.

22. Arrived the Windsor Castle, Rear-Admiral Sir A. Mitchell, from the Channel Fleet.

23. Arrived the Harpy, Captain Birchall, from a cruise, with two detained ships.

24. Arrived the Nemesis, Captain Owen, with a large convoy from the Downs, among which are several outward-bound East Indiamen. Also the Industry brig, laden with gin, prize to the Brilliant.

25. Sailed the Superb, Captain J. Sutton, and Resolution, Hon. Captain Gardner, to join the Channel Fleet; Lapwing, Captain Rotheram; and Rambler, Captain Reay, on separate cruises.

As we find Admiral Holloway, one of the Port Admirals, is to be employed on a foreign station, it is but justice to observe, that during the time he has been here, he has used the greatest exertions in getting the ships to Spithead immediately after they were refitted; and thus promoted most essentially the active energies lately exerted, and now exerting, for rendering our Navy competent to defend us against the late combination of Russia, Sweden, and Denmark.

Sir A. S. Hamond and Sir William Rule arrived here on the 19th, and went off for London on the 22d, after surveying, in company with Commissioner Sir Charles Saxton, the whole of the ships in ordinary; and ordered the following to be repaired and ready for commission in six weeks at farthest — the Brunswick, Bellerophon, Goliah, Vengeance, Vanguard, and Hannibal.

They also proposed to allow each of the artificers in the yard, sixpence *per diem*, for their chips, and left them to consider of the proposal. And they have ordered, that the ships for repairing, &c. are to be hove down instead of being docked. They held the Board on Tuesday at the Commissioner's Office, from seven until eleven o'clock.

MARRIAGES.

Lately, at St. George's, Bloomsbury, London, Captain Henry Bazely, to Miss Ruddle, of Queen-square.

Mr. Hartley, Master of his Majesty's ship Arrow, to Miss Smith, granddaughter of the late Captain James Smith of Beverley.

* * *

OBITUARY.

Charles Viscount Lord Ranelagh died at his lodgings in George-street, Plymouth Dock, and not at the Fountain, Portsmouth, as stated in page 528, in our last. His Lordship was Captain of his Majesty's frigate Doris, of 44 guns, and Baron Jones of Navan, in the kingdom of Ireland. This Nobleman sustained a long illness with great fortitude; although for several years his health was precarious, from a delicate constitution, yet he nobly disdained a life of ease, while his country demanded his services. His Lordship was born October 29, 1761; entered early into the Royal Navy, and was made a Post Captain in 1793, and has continued in active service from that period to his death. He was affable, generous, and brave, and is much regretted by his Officers and ship's company. He succeeded his father, Charles Wilkinson, the late Viscount, in 1797, and is succeeded in his titles and honours by Thomas, his brother, now Lord Viscount Ranelagh.

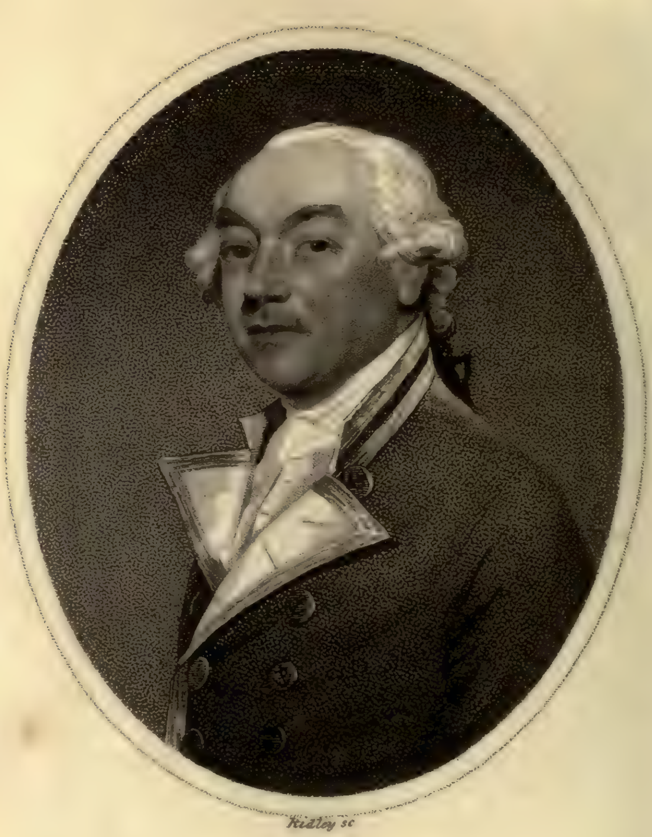
At his lodgings in Stonehouse, Plymouth, the Rev. Mr. Davis (who was chaplain of his Majesty's ship Queen Charlotte, on the glorious 1st of June, with the lamented Earl Howe). He had been ill for a long period, and died as he had lived, beloved by all who had the pleasure of his acquaintance.

A few days ago at Bath, Lieutenant Thornborough, son of Admiral Thornborough.

Lately, Miss Henrietta Hope, second daughter of Commissioner Hope, of the Navy, at his house in Somerset-place.

At Portsmouth, Mrs. Norman, wife of Captain Norman, of the Navy, a lady much regretted by a numerous family and a large circle of friends.

On the 3d instant, at Chatham, William Cayley, Esq. Commander of his Majesty's ship Invincible, and son of the late Sir George Cayley, Bart.



Ridley sc

COMMODORE WILL^{M}. LOCKER

FEAR GOD AND FEAR NOUGHT

Publish^{d}. by Bunney & Gold Shoe Lane, March 1, 1801.

BIOGRAPHICAL MEMOIRS OF
COMMODORE WILLIAM LOCKER,
LATE LIEUTENANT GOVERNOR OF GREENWICH HOSPITAL.

> Staid worth, a courage uncontroll'd,
> And honour pure as native gold.
>
> *Lay of the Grey Palfrey.*

THE truly benevolent and worthy subject of the present Memoir was the grandson of Stephen Locker or Lockier, Esq. the family name having been spelled in the latter mode in the reign of Charles the Second, as appears by the signature to a lease granted by one of its ancestors in that reign. The family originally possessed very considerable estates in the county of Middlesex, which became forfeited during the civil wars in consequence of that honourable and unshaken loyalty which subjected some men to the furious rapacity of republicanism; though royalty, after the re-assumption of its rights in the person of Charles the Second, appeared little attentive to the grateful task of healing those wounds which had been received in its defence.

John Locker, Esq. the son of Stephen, being particularly distinguished for his attachment to and the study of antiquities, was elected a fellow of the Society of Antiquaries. He was bred at Merchant Taylor's school, and from thence proceeded when at a proper age to Merton College, Oxford. After having with much diligence prosecuted his studies there for the proper length of time, he travelled with his friend Mr. Twisleton, who is said to have belonged to the same Society. Returning to England he entered himself as a student at Gray's Inn, and having, accidentally perhaps, occupied the same chambers in which the great Lord Bacon once lived, when engaged in the like early acquisition of that professional knowledge for which he became so justly celebrated, imbibed an enthusiastic veneration for the memory of that great man which continued through his life.

Having been, after pursuing the necessary course of study, called to the Bar, he was appointed Clerk to the Companies of Leather-sellers and Clock-makers, and about the same time nominated one of the Commissioners of Bankrupts. He is particularly noticed by Dr. Johnson in his life of Addison, "It is related," says the Doctor, "that he (Mr. Addison) had once a design to make an English dictionary, and that he considered Dr. Tillotson as the writer of the highest authority. There was formerly lent to me by Mr. Locker, Clerk of the Leather-sellers Company, who was eminent for curiosity and literature, a collection of examples selected from Tillotson's works (as *Locker said*) by Addison. *It came too late* to be of use, so I inspected it but slightly, and remember it indistinctly. I thought the passages too short." Such was the uncourteous, according to his usual custom, and rude method adopted by Dr. Johnson of treating assistance, and acknowledging what certainly was an act of great civility, *late as it might be*. Dr. Ward, in his Lives of the Gresham Professors, also mentions Mr. Locker as a gentleman highly esteemed for his knowledge in polite literature.

He was remarkable for his skill in the Greek language, and attained the latter, which he could write very well, in a very extraordinary manner. Coming home late one evening he was addressed in that language by a poor Greek, from the Archipelago, who had lost his way in the streets of London, Mr. Locker took him home, where he was maintained by the kindness of himself and Dr. Mead, by which accidental circumstance Mr. Locker acquired his knowledge of modern Greek. Lord Bacon, as already related, he regarded to almost the highest pitch of veneration, and had collected from original manuscripts and other documents, many curious particulars relative to that great character, which he intended to have publicly given to the world had not his death frustrated his resolution. His collection fell, however, into very good hands, being inserted in the last edition of his works, published by Dr. Birch and Mr. Mallet in the year 1765. The Supplement to the Dictionnaire Historique et Bibliographique, published at Paris 1789, makes the following concise but honourable mention of this gentleman: "Locker, John, an English gentleman, eminent for his literature, particularly for his knowledge of modern Greek. He died on the 29th of May 1760, in the 67th year of his age. It is to him the world is indebted for the edition of Bacon, which he had *nearly* prepared for the press, and which appeared in 1765 in five volumes quarto."

This gentleman wrote also the preface to Voltaire's Life of Charles XII, of Sweden, and translated the two first books. His death was supposed to have been in some degree accelerated by that of his amiable Lady, whom he did not survive twelve months. Mrs. Locker was the grand-daughter to the eminent Bishop of Worcester by his Lordship's first wife, and was consequently sister to the celebrated and worthy Benjamin Stillingfleet, whose literary and benevolent character are too well known to render either remark or encomium necessary. By this lady, who died August the 12th 1759, he had nine children, of whom two are now living, John, a clergyman, a most worthy and respectable character, vicar of Kenton in the county of Devon, and Mary. Mr. William Locker, having been destined, as well in conformity to his own inclination as the will of his parents, to a maritime life, went to sea at the early age of fourteen years in 1746, under the patronage and protection of Captain Wyndham, his relative by the mother's side. This gentleman commanded at that time the Kent, of 70 guns, a ship newly launched *.

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* Captain Charles Wyndham had the singular honour of being promoted from the rank of Lieutenant to that of a Post Captain, without ever exercising the intermediate office of commander in a sloop of war. His first commission, which was given him merely for the purpose of establishing his rank, bore date January the 12th, 1733; and the ship to which he was appointed was the Lowestoffe. He almost immediately afterward removed into the Rose, and was ordered to Sallee, together with Captain Cornwall, who commanded the Greyhound, and Captain Smith of the Dursley galley, for the purpose of inflicting some vengeance for the piratical insults and depredations which the corsairs of that country had for some time been in the daily practice of committing against the British commerce. The activity which he displayed on

This gentleman dying soon after his appointment to the ship just mentioned, Mr. Locker removed into the Vainqueur sloop, which was at that time commanded by Captain Kirk *,

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this service, met with no inadequate portion of reward. He had the good fortune to destroy many of their cruisers, two of them in particular, which were of considerable consequence, that he fell in with in company with Captain Towry of the Shoreham, about the month of July 1734.

This service being successfully executed, and the pirates reduced to reason, the Rose was ordered to Carolina, and it is not precisely known how long Capt. Wyndham remained on that station. About the end of the year 1738, he commanded the Greenwich in the West Indies, and returned on board that ship to Europe in the course of the year 1740. In 1741, he was Captain of the Monmouth, but had no particular opportunity of distinguishing himself according to his spirit and natural gallantry, till the month of May 1743, when, in conjunction with Captain Cockburn of the Medway, and a small ship of twenty guns, which was in company, he attacked the town of Santa Cruz, the principal port in the island of Gomera, one of the Canaries. The briskness of the cannonade which they maintained for some time with the utmost spirit, and from which the enemy sustained very considerable damage, was found, however, not sufficiently effectual to render it in any degree proper, or perhaps practicable, for them to land their men, so that Captain Wyndham, with his colleagues, was under the necessity of standing out to sea, without effecting any further mischief against the enemy. In 1745, this gentleman was one of the members of the court-martial held at Chatham on several of the officers who were charged with misconduct in the encounter with the French fleet off Toulon. Early in 1746, he commanded the Lenox, and was toward the end of the summer, promoted to the Duke, of 90 guns. In the ensuing spring, he was farther advanced to the rank of an established Commodore, and accordingly hoisted his broad pendant on board the same ship in Portsmouth harbour on the 10th of April. He quickly afterward removed into the Kent, a new ship, of 70 guns, just launched, which was particularly fitted for him in consequence of his being appointed to command an expedition of a secret nature. Fate, however, prevented his country from deriving those advantages which might naturally have been expected from the exertions of so good and able an officer. Having been seized immediately afterward with a violent fit of the gout, he repaired to Bath, and died there of that dreadful complaint in the course of the ensuing month.

* Captain James Kirk, the gentleman under whom Mr. Locker served at this time, was appointed a Lieutenant on the 29th of January, 1742-3. He was promoted to the rank of Commander in 1745, and to that of Captain, having taken Post in the Elizabeth, on the 23d of June, 1748. During the pacific interval which presently succeeded to this last advancement, and his arrival in Europe, he appears to have taken upon him no command. Early in 1755, he was commissioned to the Lynn, of 40 guns, and continued in that ship the four succeeding years. During a considerable part of this time, he was employed on the West India or Jamaica station; and in the month of October, 1758, acted as convoy to the homeward bound fleet of merchant ships from Jamaica. He appears to have been much disgusted with the conduct of those whom he was appointed to protect, as appears by the following public official notice:

under whom he afterwards served on board the Drake and Vulture, both of them vessels of the same class and description. During the greater part of the time he served under Captain Kirk, he was employed on the West India or Jamaica station, and after leaving the Vulture, removed into the Cornwall, at that time the flag-ship of Admiral Knowles. He quitted this ship also, on Captain Kirk his former commander being appointed to the Elizabeth, under whom he continued to serve during the remainder of the war, and

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" *Admiralty-Office, Oct.* 29, 1758.

" A letter from Captain Kirk, commander of his Majesty's ship Lynn, convoy to the Jamaica fleet, consisting of one hundred and forty seven sail, was this day made public, complaining of the disregard paid to his signals by many of the merchantmen, and of the obstinate untowardly behaviour of others, by which the fleet suffered much; but more particularly representing the irregularities committed by several of the crews on the Spanish settlements, where they were obliged to put in for water, by which great offence was given to the government of the Havanna, and much injury done to the poor people, whose cattle and hogs they killed, and carried off in numbers without reserve, after they had hospitably shewn them where they might be supplied with water."

Captain Kirk was soon after his arrival in England, promoted to the America of 60 guns, one of the ships ordered out under the orders of Mr. Boscawen, early in the ensuing year, for the purpose of preventing any of the French ships which had long been in a state of equipment at Toulon from passing through the straits. Mr. de La Clue, as it is well known, unfortunately both for himself and his country, made the attempt. Taking advantage of the necessity the British commander in chief was under of putting several of the ships composing his squadron into a state of refitment, he entertained hopes of being able to elude his antagonist's vigilance, especially by keeping close in with the Barbary shore. This caution, however, and the circumstances which rendered the expectation of its success a matter of little doubt, perhaps, in the mind of the French *Chef d'escadre*, proved insufficient. He was intercepted in the midst of his passage, and the greater part of the force which accompanied him was either captured or destroyed. " About nine o'clock," says Admiral Boscawen in his dispatches, " the Ocean ran among the breakers, and three others anchored, I sent the Intrepid and America to destroy the Ocean. Captain Pratten, having anchored, could not get in; but Captain Kirk performed that service alone." After the return of the America to England, that ship was ordered to the East Indies, and the climate being supposed ill suiting to Captain Kirk's then state of health, he quitted that command, and never accepted of any one subsequent to that time. In 1777, this gentleman was appointed one of the commissioners of the victualling office, a station which he continued to hold uninterruptedly for ten years, to the time of his death, an event which happened in the course of the month of October, 1787.

returned with him to Europe at the cessation of hostilities, which took place in 1748.

The difficulty which after that time naturally opposed the acquirement of any active maritime employment in the royal navy, induced this gentleman, who, having acquired the first rudiments of the science, became more than ordinarily anxious to render himself perfect master of it, to enter into the service of the East India Company. In the course of two or three voyages which he made to China and Bengal during the peace, he concluded that course of maritime study which afterwards so justly raised him into the esteem of all men, and more particularly of those who regarded the duties of a naval commander as a matter of science, the acquisition of which in its proper extent, certainly requires no inconsiderable share of application.

Furnished as he consequently became with that share of knowledge which was necessary to his occupation, Mr. Locker returned to his original line of service, the Royal Navy, on the first prospect of a rupture with France in 1756. His attention and perfect knowledge of his duty, soon attracted the notice of that keen observer Sir Edward Hawke, under whom he had the happiness to serve as Mate and acting Lieutenant. When Sir Edward was almost immediately after the commencement of the war ordered out to the Mediterranean as a passenger on board the Antelope, of 50 guns, for the purpose of superseding the unfortunate Mr. Byng in his command, Mr. Locker had the honour to be selected as one of the officers who attended in his suite, for the purpose of being appointed to the stations of those persons whom the Admiral or Government should consider it necessary to be ordered home, as evidences to further the investigation of that inquiry into the circumstances attending the action with Galissoniere, which popular clamour at that time so imperiously demanded.

He was accordingly appointed Lieutenant of the Experiment, of 20 guns, of which ship the late Sir John Strachan was about the same time promoted to be Captain. That ship being ordered to cruise in the Mediterranean, had, by the assiduity of her officers and crew, so materially narrowed and distressed the French commerce in that quarter of the world, that a subscription was entered into by the merchants of Marseilles, as well as other places, to fit out a vessel for the express purpose of liberating themselves from the dreadful restraint, by the most certain of all means, the capture of their enemy. A large ship, which had formerly been employed by the French East India company, was accordingly procured, and after being properly armed, was manned with a picked and chosen crew, consisting of 460 men; while the numbers on board the English cruiser amounted, on the other hand, to no more than 142, a number not equal to one-third that of her opponent. In respect to the guns the disparity was not indeed so great, but still there was a manifest advantage on the part of the enemy; the Experiment mounted twenty, of which fourteen were nine-pounders, two sixes, and four four-pounders. The Telemaque, which was the name of her antagonist, carried twenty-six, though Captain Strachan says in his letter, by a modest mistake, only twenty, the greater part of which were twelve, and the whole of the remainder nine-pounders. The engagement, however, which took place, was not decided by the force and effect of the cannon which the vessels carried, but by the extraordinary prowess of the British crew, headed and led to victory by Lieutenant Locker.

The two ships fell in with each other on the 19th of June, 1757, and both parties appearing equally anxious, as they in reality were, for the encounter, little or no time was spent in manœuvring. As the ships neared each other, the Telemaque, confident in her numbers, and elated in the prospect of a victory, considered as certain, displayed a manifest intention of bringing the contest to as speedy a decision as possible, by boarding the Experiment. This measure, according to the common and regular course of events, could scarcely have been considered as likely to prove unsuccessful, owing to the great superiority of numbers, and the choice of that mode of attack, where that superiority could be most materially useful. The event displayed one of those striking instances, that a plan, though judiciously laid and supported by extensive power, may be completely foiled by the spirited exertions of a few. Owing to a judicious and critical alteration of the helm on board the Experiment, the enemy were prevented from entering their men precisely as they wished; thus foiled in their first attempt, they became so, in a much greater on their second; they effected their purpose indeed, so far as to board the Experiment, but were instantly driven back to their own vessel, after very considerable slaughter.

Mr. Locker observing the dismay which this repulse had naturally excited in the enemy, communicated immediately his wish to Sir John Strachan, that he would permit him to return their visit, remarking, that if it were done so expeditiously as to prevent the crew of the Telemaque from recovering out of the confusion into which they had fallen, he entertained little doubt but that the attempt, desperate as it might appear, would be successful to the utmost extent. The Captain acquiesced, and the event as fully verified the soundness of Mr. Locker's judgment and instant decision (which last is certainly among the most valuable qualifications in a naval commander), as his conduct, and intrepidity during the encounter, did his gallantry, and well earned reputation for personal prowess. The enemy were overpowered after a very obstinate defence, in which they sustained a considerable loss; and so reluctant were many of them in their submission, that those who were quartered in the tops, maintained a fire on the decks for some time after the colours were actually struck, nor could they be induced to desist, till Mr. Locker brought their captain, who was wounded, from below, in order to command their immediate surrender.

In this engagement Mr. Locker had the misfortune to receive a wound in the leg by a splinter, but though it proved not sufficient to damp, in the slightest degree, his exertions on so interesting an occasion, he ceased not to feel the temporary effects of it, during nearly the whole of his life. A singular incident, also, took place pending the encounter, in respect to a servant :—the poor fellow had boarded the enemy in company with his master, fighting by whose side he received a musquet shot in his right arm, which shattered the elbow so dreadfully, that he was under the necessity of instantly returning on board the Experiment. The surgeon, on coming down into the cockpit, immediately began to examine his wound, and the man in a few minutes afterwards, complaining of a violent pain in his breast, the surgeon brought him a cordial which he thought would relieve him, but the poor man fell back, and immediately expiring, it was found he had received a musquet ball in his breast, which wound in the heat of action he never felt.

The following general account of this engagement was given by Sir Richard Strachan, to Admiral Osborn, commander in chief on the Gibraltar station:

SIR, *Experiment, Gibraltar Bay, July* 8, 1757.

The 19th ult. about noon, we came up with and engaged the Telemachus, Captain Beaupare de Counterpont, of twenty guns, twelve and nine-pounders, and by their quarter-bill had 460 men. They soon clapped us on board on the starboard chesstree, but could enter their men only from their forecastle. We killed most of those that boarded, and others fell wounded on our decks. Seeing the French were confused, and their Officers not being able to rally them, we entered our men, which being brisker than their's, they struck, about three leagues from Fort Morero. As the wind at that time was N. E. and the enemy's ship on board of me, &c. we were under a necessity of coming to an anchor nigh a Spanish fort betwixt Mount Carpi and Cape de Lanau. A shot being fired at us from the fort, I sent my boat on shore, when the Governor, after demanding who we were, and from whence we came, told us if in the morning we could send our boats on shore with an account of the prize he would come on board and give us *prattick*; but in the morning he desired to see my commission, and wished me to wait on him on shore. To avoid trouble, I sent my master with a letter to a person who calls himself the English Consul there, to acquaint him, if he or the Governor would come off, I would give them all the satisfaction in my power, or to any one he would please to appoint: but he immediately imprisoned my master. I then sent my purser to inquire the reason of such proceedings, the governor or bailif of the castle told him he had received an order from the Governor of Denia to detain me, or any officer of the English frigate that should come on shore there; and that he had sent an account to the governor of his having detained the master; as likewise that some of their people believed we were within gun-shot at the time the French ship struck, but that others denied it. The purser was likewise imprisoned, but on the solicitation of our Consul was set at liberty, and brought me off word that there would be an order sent to stop our ship and prize, if we put in at any Spanish port. Therefore the Consul advised me to proceed to Gibraltar. As a detention would have been of great detriment to his Majesty's service, I thought it most prudent to come off for Gibraltar for orders how to proceed, and land my wounded men. The wind then being easterly, we made sail the 22d ult. in the night, and sent the prisoners, being 343 in number, in a Spanish brig to Alicant.

By the French Captain's instructions, I find there were four others, of which he was Commodore, to cruise between Carthagena and Oran.

I arrived here the 5th instant, and by Commissioner Colby's orders hauled into the Mole to careen and refit, which I shall complete with all possible dispatch. I have left the prize under the care of Mr. Hoy, Storekeeper of the Ordnance, who has always been my agent at this place, by recommendation of Sir Edward Hawke, and has given great satisfaction to me, and my people. I should have insisted on his dividing the agency with your secretary, or whoever you may appoint, but he prevented my saying any thing on that head, by his voluntary offer to do so, and begged that I would acquaint you therewith; so that I hope he will be agreeable to you, especially as I find he had the honour to be recommended by Sir Edward Hawke before your departure from England.

I cannot omit making particular mention of it to you — my Lieutenant and Master, and, indeed, my people in general, behaved extremely well. J. S.

P. S. We had twelve men killed, and thirty-six wounded, two of which are since dead. The French, 125 killed; wounded 110.

To Henry Osborn, Esq.

Through accident, neglect, or some other cause, more reprehensible, perhaps, than either of the former, no public notice, whatever, was taken of the very spirited action just related. Whether Mr. Osborn considered the capture of a private ship of war, under any circumstances whatever, beneath his notice, as Commander in Chief, or whether any *other reason* might cause his silence on the occasion, would be extremely difficult, if not impossible, at this remote distance of time, to investigate. Certain it is, Sir John considered himself extremely ill used, but took every possible opportunity of publicly declaring, that his resentment at the neglect was principally occasioned by the injury done, in consequence of the omission, to the merit of Lieutenant Locker, to whose gallantry, and good conduct the preceding extraordinary success was principally attributable.

Sir John Strachan being taken ill, the present gallant Earl of St. Vincent, then a Commander only on the Gibraltar station, was appointed by Sir C. Saunders to act as Captain of the Experiment till the recovery of her proper Captain *. Mr. Locker thus became possessed of an opportunity of forming an intimacy with, and acquiring the esteem of that great man, which it may be most truly said, continued wholly unabated to the latest moment of the Lieutenant Governor's life. This esteem, naturally created in the breast of one brave and good man towards another possessing the same exalted qualifications, with whom he became casually connected, was warmed, and perfected by a mutual observation of each others ruling characteristics. Mr. Jervis had from his earliest youth been justly remarked for his diligence, care, quickness of thought, and unremitted attention to whatever regarded the general good of the service, or could promote in any degree that particular branch of it, which was at any time entrusted to him to execute. He found in Mr. Locker a character and temper perfectly ready to promote his intentions, and, if possible, to foresee them. He found him mild, and most truly benevolent in his disposition as a man; steady, active, eager, and diligent as an officer. To all these valuable qualifications was added a cool, determinate valour, sufficiently impetuous when circumstances required him to be so, and at the same time perfectly void of rashness, or imprudence. The absence of friendship between two such characters would certainly have been singular in the extreme: it commenced on both sides disinterestedly, and was continued most affectionately.

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* See vol. iv. pages 3 and 4.

The degree of coolness, mingled with spirit, which Mr. Locker manifested during a very smart encounter which took place with a xebec under Moorish colours, while Captain Jervis held the command of the Experiment, might not improbably tend, in some degree, to fix that favourable opinion which Mr. Locker's conduct had before impressed him with.—Sir John Strachan *, immediately after his re-

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* This gentleman was promoted to the rank of Lieutenant at the commencement of the year 1747; and experienced no farther promotion for upwards of nine years. In 1755, when the apprehensions of a rupture with France began to grow serious, he was taken by Sir Edward Hawke, to be his second Lieutenant in the St. George, on board which ship he served under that Admiral, till the month of May 1756. Sir Edward being then ordered to Gibraltar in the Antelope, Sir John Strachan was one of the Officers taken by him with the same intention Mr. Locker himself was. He accordingly was promoted immediately on his arrival at Gibraltar to the command of a sloop of war; and being farther advanced to the rank of Post Captain on the 9th of November following, was appointed to the Experiment.

The principal incidents of the services in which he was engaged during the time he held the command of this ship, and the Sapphire, into which he afterward removed, will be found related at sufficient length in the Memoirs of Captain Locker. He continued in the Sapphire till the year 1762, being constantly employed on the home, or channel service, where, as is elsewhere remarked, he very justly acquired the friendship and the esteem as well of those superior officers under whose orders he served, as of those his juniors in rank, who were in a subordinate station to himself. During this interval he was engaged in many trivial encounters, which, although they materially contributed to raise his general reputation and credit as a good and gallant Officer, are not of sufficient consequence to render the detail of them interesting. After the conclusion of the war, Captain Strachan retired for a time from the service, as he does not appear to have held any subsequent command till the year 1771, when he was appointed to the Orford, of 70 guns, one of the squadron then under orders of equipment for the West Indies, whither it was to be sent, commanded by the late Sir Robert Harland, in consequence of information received in England, that the French had clandestinely collected a considerable naval force in that quarter; and, as it was supposed, had it in covery, having been promoted to the Sapphire, of 32 guns, publicly manifested the high opinion he entertained of his Officers and crew, by procuring them all to be removed into the same ship with him. The Sapphire having returned to England, was ordered into the North Seas, in company with Captain Brett, in the Falmouth, with some other ships, in search of that remarkable adventurer M. Thurot. That active naval partizan having eluded the vigilance of his pursuers, the Sapphire was ordered into the British Channel, and attached to the fleet then under the command of that most justly revered character, the late Lord Hawke.

Mr. Locker was consequently present, though precluded by his station from bearing any part in the memorable discomfiture of Conflans, which took place in the month of November 1759, off Quiberon. In the following year he was appointed Lieutenant of the Ramilies, commanded by Captain Taylor, and very narrowly escaped being wrecked in that unfortunate ship, from the accidental circumstance of the Officer who was to have succeeded him in the Saphire not having joined at the time the Ramilies went to sea *.—It

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contemplation to make a sudden attack on such of the British settlements there, as they should consider most vulnerable. Sir John Strachan quitted the Orford in 1772; and from that time appears to have totally retired from the service. He died at Bath in 1776, having passed many of the later years of his life in an almost constant state of indisposition. He succeeded in 1765, to the dignity of a Baronet of Scotland.

* The Ramilies had sailed in company with Admiral Boscawen, in the Royal William, the Sandwich, Rear-Admiral Geary, the St. George, and Princess Amelia, all of them three-decked ships. The wind was then westerly, but Mr. Boscawen, impatient to get on his station, resolved to work down Channel. The wind at last rose to such an height that they were dispersed and obliged to put back. The Ramilies, separated from her company, was running up channel, the weather being very thick and hazy, so that the people on board unfortunately mistook the Bolt Head for the Ram Head, and shaped their course accordingly. The mistake was soon discovered, but not till this unfortunate ship had approached so near the land as to be in the most imminent danger. The best bower anchor was ordered to be let go instantly; but hanging for a moment, the small bower was cut loose from the bows, and both the cables running out at the same time, unfortunately crossed each other. The masts were cut away, but during this short interval

has been already related, that in 1756 he was a fellow-passenger, on board the Antelope, with Sir Edward Hawke, when he proceeded to Gibraltar for the purpose of superseding Mr. Byng. Mr. Locker, possessing in a most eminent degree the happy faculty of engaging without effort the esteem and affection of all persons under whom he served, had the good fortune even in that short connexion, occasioned by so casual an acquaintance, to acquire the friendship and patronage of that great man. He had appointed him, on his first arrival in the Mediterranean, in earnest, as it were, of his future favour, Lieutenant of the Sapphire, as before related; but no farther opportunity, consistent with that impartial discharge of his duty to others, (whom in their turn he also served,) and which constantly marked his character, occurred of rendering service to the man whom he so much esteemed till after the fortuitous escape from death which he in all probability experienced in not having gone to sea on board the Ramilies. Immediately afterwards, however, he was appointed Fourth Lieutenant of the Royal George, and continued under the immediate command of his patron and instructor till the year 1762. This period of his service, subordinate as it was, Mr. Locker always appeared to consider as among the most happy he had ever experienced. The gratitude he professed, and which he certainly felt in the most exalted degree, ceased not, as is too frequently the case in worldly friendships, with the life of his friendly patron; he adored the memory of the deceased with the same degree of fervour he had constantly displayed towards him when living, and appeared to feel no earthly gratification so exquisitely, as that

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the ship was rapidly approaching a lee shore; so that after the anchors had brought the ship up, the continued, and violent friction on the cables, occasioned by the circumstance just related, caused them to part about five o'clock in the afternoon. The ship immediately drove on the rocks, and was almost instantaneously dashed in pieces. Out of the crew, consisting of 734 men, twenty-five only and a Midshipman were saved, by jumping from the stern to the rocks. The Midshipman was Mr. Falconer, afterward a Purser in the navy, the celebrated author of the Shipwreck, and the Marine Dictionary.

of pouring forth his acknowledgments for services which Sir Edward had rendered him, lamenting his loss in the language of a mellowed affliction, and bestowing on him those certainly well-deserved encomiums which his high character truly merited. *

Mr. Locker, after remaining with Sir Edward Hawke till the year 1762, was promoted, through the recommendation of the Admiral, to the rank of Commander, and being appointed to the Roman Emperor fire-ship, was constantly employed, in company with the present Lord Gardner, who then commanded the Raven, a vessel of the same description with the Roman Emperor, under the orders of Sir Peter Denis, in watching the motions of that remnant of naval power, which, after her reiterated losses, France still possessed. When Peace was concluded, Captain Locker was appointed to the Nautilus sloop of war, and ordered to the coast of Guinea, for the purpose of surrendering up Goree to the French, according to the stipulated terms of peace, and withdrawing from thence the British garrison, at that time keeping possession of that place, as well as of Senegal, which it was also agreed should be restored to the original possessors.

Having accomplished this necessary duty, the Nautilus was ordered to the West Indies, where Captain Locker continued to command her during the three succeeding years, during which interval he was for a considerable time stationed in the Gulph of Florida, and off different parts of the southern coast of North America, for the protection of the new settlers in that quarter. This duty he attended to

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* Mr. Locker used to take great pleasure in relating the following anecdote, in proof of that singularly cool and sedate courage which Lord Hawke possessed in so eminent a degree. During the time his flag was on board the Royal George, that ship unhappily took fire in the great cabin, owing to a collection of soot in the funnel of the stove. When this circumstance, which to a man possessing less firmness of mind, would certainly have appeared of the most alarming nature, was discovered by him, (for he first observed it) he was dressing; he went out upon the deck, and taking Mr. Locker aside, calmly said to him, in a low deliberate tone of voice, "The ship is on fire in my cabin, give the necessary directions to the people to put it out."

with the most rigid diligence and attention, having for the purpose of carrying his instructions into execution more fully, sailed up the river Mississippi, and displayed the naval flag of Britain, in quarters where it was till that time unknown. Soon after his return to England, after the expiration of the term of three years during which such commands are generally held in time of peace, he was on the 26th of May 1768, advanced to the rank of Post Captain, and commissioned to the Mercury, but this command was merely nominal, and conferred only for the purpose of conforming with the customary etiquette of naval preferment. Never having exercised the duties of his function on board the ship just mentioned, he was immediately afterwards appointed to the Queen, a new ship, of 90 guns, which command he held only during the time, and merely for the purpose, of navigating her from Woolwich to Plymouth.

In the month of October 1770, he was commissioned to the Thames, a frigate of 32 guns, which he continued to command during the three succeeding years, and on the 20th of the same month, married Lucy only daughter and heire[illegible] William Parry, Esq. * Vice-Admiral of the Blue

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* T[illegible]hy Officer was the descendant of a very ancient and respectable Welch family; and at his first entrance into the naval service served on the Mediterranean station, where he acted as Midshipman on board the Torrington in the year 1732-3. After having continued in that station during the regular period which the rules of the service require, he was raised to the rank of Lieutenant; and in 1739 was second of the Ruby, a fifty gun ship, at that time commanded by that truly unhappy character Captain Goodere. This gentleman on account of an unfortunate family difference subsisting between his brother and himself, formed the dreadful resolution of putting him to death, which he accomplished on board his own ship in the most horrid manner, and for which crime he very justly received the proper, and allotted punishment in a short time afterward.

It has been commonly and frequently remarked, that the most wicked characters, not unfrequently display some traits which might do honour to the most virtuous. This was literally the case with Captain Goodere. As an Officer his conduct had been so exemplary, and his manners so conciliating, that he was in a manner idolized by all the Officers and men who had at different times been put under his orders. To Mr. Parry in particular, he had constantly deported himself in such a manner as to excite in him so poignant a grief for the unhappy fate which he so deservedly brought down on himself, that he could not for the space of many years bear the mention or recollection

Squadron. During the period that Captain Locker held the command of the Thames, he made two voyages to Gibraltar for the purpose of conveying thither the Governor

of the tragic story, without enduring the greatest agitation, and shedding tears for the loss of a friend, whom, at the same time, he was compelled to execrate as an assassin. His situation indeed, must have been peculiarly distressing, since, from the rank and station he then held, together with the absence of the first lieutenant, he was under the very disagreeable necessity of seizing as a felon, that commander whom he had till that moment, ever revered and loved. He was raised to the rank of lieutenant, and some time after this to be commander of a bomb vessel, from thence he was still further advanced, on the second of October 1744, to the rank of post captain, and appointed to the Sandwich, a second rate. In the month of June 1745, he removed from thence into the Prince George, also a second rate, and 1747, was Captain of the Intrepid, one of the ships employed on the Channel station, under the orders of the late Sir Edward, afterward Lord Hawke. He was employed in no other particular service during the remainder of the war, nor indeed, is he again mentioned till the year 1755, otherwise than that in the month of December 1749, he sat as one of the members of the court martial assembled at Deptford, on the trial of Sir Charles Knowles.

On the prospect of a recommencing rupture with France, he was appointed to the Kingston, of fifty guns, very early in the year 1755. After having been very uninterestingly occupied for more than twelve months in the British Channel, he was in the following spring sent into the Mediterranean, under the command of the late Admiral Byng. He continued to retain the same ship for many years, except at some short intervals, when his health, or private avocations, rendered a temporary absence necessary. In 1757, he served under Mr. Holborne, on the successless expedition undertaken against Louisburg, and that more fortunate one carried into execution the ensuing year, under the auspices of Mr. Boscawen.

Owing to a short indisposition with which he was seized toward the end of the year 1759, he was prevented the glory of partaking in the memorable defeat given by Sir Edward Hawke to the French fleet, the Kingston being present in that action, and commanded by Captain Shirley. Having returned not long afterward to the duties of his station, he was ordered to Quebec, and returned from thence, toward the autumn of the year 176., with the very disagreeable charge of a number of French prisoners, which had been taken at the time the siege of that fortress was raised in consequence of the arrival of reinforcements from England and elsewhere. After his return to Europe, he quitted the Kingston, and remaining a short time out of the service was, some time before the conclusion of the war, appointed to the Montagu, a fourth rate only, then employed on the Mediterranean station. To this ship he was sent out as a passenger in a frigate, and the appointment itself was generally considered in the service, as a direct affront to Captain Parry in appointing him to so inconsiderable a command, he himself being so old, and so respectable an officer. He accepted it however without murmur; but the commander in chief on that station, entertaining different opinions from Lord Anson, who was then at the head of the Admiralty Board, and considering it improper, of that fortress; but this occupation apart, he was employed either on the coast of Ireland or in the British Channel, and it can scarcely be expected that any service of that uninteresting nature in a time of profound peace, should have occurrences sufficiently prominent to engage the attention

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that the eldest captain in the squadron should serve in so inferior a station, he removed Captain, afterwards Sir Edward Hughes, from the Somerset, a third rate, which he then commanded, into the Blenheim of ninety guns, at that time a flag ship, and appointed Captain Parry to the Somerset, with orders to hoist a broad pendant, as commander of a division. Notwithstanding this honourable testimony to his merit, and his being at that time engaged in actual service, his name was omitted in a promotion of flag officers made soon after that time. This circumstance is related purposely to expose the impropriety of Lord Anson's conduct, than whom perhaps, no man so little qualified ever had the direction of the British maritime service; since the insult, for it could scarcely be deemed less, was inflicted in consequence, as it is said, of an arrangement made by Lord Anson, immediately preceding his death, and which his successor had very innocently adopted without being aware of its impropriety. Captain Parry, being thus prevented from serving any longer in the rank he then held, was of necessity compelled to return to England; and having presented a proper remonstrance to the Board, was very justly restored to his proper rank. On the 21st of October 1762, he was advanced to be Rear-Admiral of the Blue squadron; and after having continued unemployed for four years, was in 1766 appointed commander in chief on the Jamaica and windward Island station, having his flag on board the Preston of 50 guns. Here he remained during the usually allotted period of three years, and, as might naturally have been expected, without meeting with any occurrence sufficiently interesting to demand a particular notice. During his absence, he was, on the 18th of October 1770, promoted to be Rear-Admiral of the Red, and again on the twenty-fourth of the same month, to be Vice-Admiral of the Blue.

After continuing in England during a very short period, he was sent out to the West Indies as commander in chief at the Leeward Islands, where he experienced the same uninterrupted tranquillity as he did in his former command, except a trivial dispute with the Governor of Porto Rico, in consequence of a claim made by the English to Crab Island, but which, owing to Mr. Parry's judicious management, was soon settled in the most amicable manner. On the 31st of March 1775, he was advanced to the rank of Vice Admiral of the White; on the 3d of February 1776, to the same rank in the Red squadron, and lastly, on the 29th of January 1778, to be Admiral of the Blue. After his second return from the West Indies, he never took upon him any naval command, but passed the remainder of his life in a truly honourable and happy retirement, having very justly acquired the honest reputation of an excellent officer, as well as of a most worthy man.

He married Lucy, daughter of Commodore Charles Brown, who so eminently distinguished himself in the attack on Porto Bello, and other occasions. By this lady he left one daughter also named Lucy, who married, as above related, Captain Locker; but did not long survive him. Admiral Parry died at his house at St. Vincents in the county of Kent, on the 29th April 1779.

of the biographist, or interest the public mind. On quitting the Lowestoffe, in which vessel he continued during the customary period, he was succeeded by Captain, afterwards Admiral Vandeput; he held no subsequent command till after the commencement of the dispute with the American Colonies, he was then commissioned to the Lowestoffe, a frigate of the same force with the Thames, and ordered to the West Indies, as one of the squadron stationed there under the orders of that good and gallant old Officer the late Admiral Clarke Gayton*. He continued on that station till the year 1779, when his health became so impaired as to compel him with the greatest reluctance to resign his command, and hasten to Europe, as the only

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* Mr. Gayton was a very old veteran officer, who had distinguished himself in a most eminent degree during the preceding war. He had been appointed a lieutenant according to common report at the time Gibraltar was attacked by the Spaniards in 1727, and continued in that rank for seventeen years. In the month of April 1744, he was appointed acting captain of the Ludlow Castle, a fifth rate of 40 guns, but was not regularly raised to the above rank, till the 6th of July 1745, when he was commissioned to the Mermaid frigate. During the ten years that succeeded this appointment, no particulars whatever are known; but that in the month of April 1755, he was appointed Captain of the Antelope of 40 guns. He removed from that ship early in the ensuing year, on being promoted to the Royal Ann of 100 guns. During the time he held this commission, he had no opportunity of distinguishing himself in that very remarkable manner which he did in 1758, at the memorable attack of Guadaloupe. He then commanded the Saint George, of 90 guns, one of the ships ordered to the West Indies, under Commodore Robert Hughes, for the purpose of reinforcing Mr. Moore, and enabling him to attack the French settlements in that quarter. The attack on the island of Martinico failed, as is well known; but the subsequent one against Guadaloupe was, as may be equally well remembered, more successful. Conquest, however, was not obtained without considerable, and indeed formidable resistance. The attack was, as it is said, productive of an anecdote, too characteristic of this gentleman to be forgotten or omitted. The citadel of Guadaloupe was a fortress of the first consequence, possessing great natural advantages of situation, improved and strengthened by the skill of the ablest engineers in the French service. So formidable did it appear to the British officers in that particular branch, that they were unanimous in declaring it impregnable to any attack by sea, unsupported by some collateral aid. The Commodore thought otherwise; and notwithstanding every remonstrance to the contrary, resolved on the assault; the event indeed, justified his determination; but nevertheless, it proved sufficiently arduous to exempt those who were of a contrary opinion, from any imputation of coldness or want of enterprize. Among those who thought so, and represented the service as difficult and dangerous, was Mr. Gayton, a man, whom certainly no one could, with decency, charge either with tameness of spirit, or deficiency of judgment, founded on experience. His difference of opinion is said to have excited some slight sensation of disgust and disapprobation in the commodore, so that when the

latter had formed his disposition of attack, by which the citadel was allotted to the St. George, with two other ships, he thought proper to send a written order to Mr. Gayton, commanding him to proceed on that service.

This procedure was deemed by him a species of affront which, though improper openly to resent, he could not avoid bearing strongly in his mind. Knowing his own attention to the rule and discipline of the service, his promptitude to obey the commands of his superior, even though they should be deemed by him bordering on impropriety, he considered the formality of a written order as an insult, he being perfectly disposed, in every respect, to have obeyed a mere signal indicative of the commodore's intention. After a cannonade of some hours continuance, the prospect of success appeared, even to Mr. Moore himself, doubtful. The resistance of the enemy, and the injury sustained by the assailants, appeared to justify the general opinion given in council, and evince that it was not the result of timidity, but prudence. The commodore wavered; and notwithstanding the fire of the assailants was violent and unremitted, he was, as has been reported to us, induced, after the attack had continued a considerable time, to make a signal for the St. George in particular to desist and haul off. Captain Gayton took no notice; a boat was sent to him with a verbal order from the commodore to the same effect, but the captain, instead of obeying, returned for answer, that has it had been thought necessary to use the formality of a written order previous to the assault, so should he on his part think it equally so to insist on the same punctilio authorising him to desist. In the interim, the ascendancy of the British fire became apparent, and the cessation of it from the citadel with all its dependencies closed the dispute. In the course of the preceding assault a forty-two pound shot from the citadel struck the centre of an iron hoop surrounding the main mast, elongated, if the term be allowed, the hammered metal, which consequently is the most elastic state of it, and forming it into a case or socket, penetrated into the centre of the mast. The quantity of powder expended by the St, George on the foregoing occasion, far exceeded that of any former ship on any service whatever. The St. George was in the preceding attack very considerably damaged, and the captain himself slightly wounded. The object of the armament of which the St. George formed a part being thus concluded, Captain Gayton, with such others of his companions as it was deemed unnecessary to retain on that station, returned to England in the course of the year. He remained in the same ship during the continuance of the war, employed in the channel, under the Admirals Hawke, Boscawen, and others, but no possibility of acquiring either fame or fortune, presented itself to the captain of any vessel of that class during that period. Captain Gayton is not known to have held any subsequent commission after the peace, till the year 1769, when he was appointed to the St Antonio, a flag ship of sixty guns, a guardship at Portsmouth. This command he did not retain so long as is customary, being promoted, on the 18th of October 1770, to be Rear-Admiral of the White. On the 31st of March 1775, he was advanced to be Rear-Admiral of the Red. On the 3d of February 1776, to be Vice-Admiral of the White; and immediately afterward was appointed commander in chief on the Jamaica station. There the possible chance which remained to him of preserving that life which his perseverance and zeal for the service had so considerably endangered.

dispute with America becoming daily more serious, a reinforcement of several ships of war was ordered to join him early in the summer.

In consequence of an untrue assertion made in a pamphlet written by Mr. Paine, Mr. Gayton published the following declaration in the Jamaica Gazette, which is more particularly inserted because it contains some notices of his early life, which must undoubtedly be genuine.

"I have seen a pamphlet published at Philadelphia, under the title of *Common Sense*, wherein the Author says, that forty years ago there were seventy and eighty gun ships built in New England. In answer to which, I do declare that at that very time I was in New England, a Midshipman on board his Majesty's ship Squirrel, with the late Sir Peter Warren, and then there never had been a man of war built of any kind. In 1747, after the reduction of Louisbourg, there was a ship of forty-four guns ordered to be built at Piscataque, by one Mr. Messervey; she was called the America, and sailed for England the following year. When she came home she was found so bad that she never was commissioned again. There was afterward another ship of twenty guns, built at Boston by Mr. Benjamin Hollwell, which was called the Boston. She run but for a short time before she was condemned; and those were the only two ships of war ever built in America; and therefore I thought it my duty to publish this to undeceive the public in general, and to show that what the Author has set forth is an absolute falsity.

"CLARK GAYTON."

By a judicious disposition of his cruisers, aided by the activity of their respective Captains, 235 American vessels were captured by the ships on the Jamaica station during the time Mr. Gayton held that command.

Two anecdotes relative to this gentleman must not be omitted, strongly marked as they are with that rough pleasantry natural to him, and with that high spirit, with respect to the service, which all persons must admit him to have possessed. The various sums allotted to him as Commander in Chief resulting from the sale of the different American prizes, were regularly invested in dollars by the Admiral, and packed in proper chests, for the purpose of being conveyed to England. Some of his friends wishing to point out to him the trouble and inconvenience of transporting specie, recommended to him rather to remit his property to Europe in bills. The Admiral, with an affected peevishness, declared that he knew nothing so valuable as money itself, and that for his part he should not be fool enough to accept paper in exchange, when the latter might not be worth a farthing. His intimates having the safety of his, and his descendants property at heart, recommended to him to send his wealth to England in a frigate; for the Antelope, his flag ship, was so extremely old and crazy, that no inconsiderable fears were entertained she would founder on her passage. The Admiral with much vivacity replied, "No; my money and myself will take our passage in the same bottom, and if we are lost there will be an end of two bad things at once."

The second is, that while on his passage home, he fell in with a large ship, which, on its near approach, proved to be an English man of war. Every

It was during the time of his last mentioned command that he had the satisfaction of having the present Lord Nelson as one of his Lieutenants. The fame and celebrity which that noble Admiral has so universally and so justly acquired, has been most publicly and honourably attributed by his Lordship himself, and certainly no better evidence need be required of the fact, to the instruction and the advice he received from his Captain. Congenial souls impart their thoughts to each other without reserve, and the friendly remarks made by the man of experience are carefully treasured up by the pupil, who regards them with a reverential awe, as those principles of conduct which are never to be departed from.

The infirm state of health in which Mr. Locker continued for some time after his return to England, prevented him from accepting any other command during the continuance of the war, nor did he again take upon him any active naval employment till the armament which took place in 1787 in consequence of the civil commotions which then raged with the utmost violence in Holland. Considerable abuses had been discovered to have existed during the

possible preparation was, however, prudentially made to receive the stranger as an enemy, though of force and magnitude infinitely superior, even supposing the Antelope in proper fighting condition, a circumstance by no means the case, she having had a considerable number of her lower-deck guns taken out for the purpose of easing her on her passage. The Admiral himself extremely infirm, and almost unable to stand, came upon the quarter deck, and after exhorting his people in few words to behave themselves like Englishmen, he told them, for his part, "he could not stand by them, but he would sit, and see them fight so long as they pleased."

Mr. Gayton never accepted any command after his return to England, where he arrived in safety on the 21st of April, and that success might accompany him to the last, with a small American prize he captured on his passage. A short time previous to his arrival, that is to say, on the 29th of January, 1778, he was advanced to be Vice-Admiral of the Red; as he was to be Vice-Admiral of the Blue on the 8th of April, 1782. His infirm state of health, and advanced age, compelled him to live almost totally in retirement, a state rendered as comfortable as bodily pains would permit it to be, by a handsome fortune which he had acquired in the service, as honourably, as unremitted attention to his duty when employed, and the most signal display of personal gallantry and spirit on all possible opportunities, could render it. He died at Fareham, where, when in England, he had for many years resided, about the year 1787.

preceding war in the impress service. To obviate completely all farther complaints, and at the same time facilitate the procurement of seamen, by softening as much as possible those rigorous measures which nothing but the most urgent State necessity can render in any degree endurable, the Admiralty Board very judiciously came to a resolution of appointing men of rank and consequence in the service, whose known worth and probity should be on one hand a check to all tyrannical treatment, which had before caused men to fly from the service of the State as from a species of pestilence; and on the other, put an end to that extortion and pecuniary imposition which in former wars had been practised, not only against individuals, but against Government itself.

Among the number selected on this occasion, and which included some of the best Officers, considered in every light, which were then in the service, Captain Locker was one. His station was the city of Exeter, and no person acquainted with his character can possibly consider it an act of flattery to assert, that his complacent manners and benevolent disposition would, without doubt, have most materially promoted the purpose of the regulation, and contributed to rescue from the disrepute into which it had long fallen, a branch of the service which, though certainly the most disagreeable existing in it, is equally necessary with those, which have been always considered the most enviable. The public dispute being adjusted without having recourse to the last, and most dreadful of all appeals, the sword, Captain Locker was enabled to quit his new appointment almost as soon as he had received it. After having passed the three succeeding years without holding any command, he was in 1790, on the prospect of a rupture with Spain relative to Nootka Sound, appointed to command the Cambridge, of 80 guns, as Captain to Mr. since created Lord Graves, who then held the office of Port Admiral at Plymouth. The

Spanish Government being, however, convinced of that public impropriety which marked the conduct of their Officers that had caused the affront and complaint, such political concessions were without much hesitation made as satisfied the honour of Britain without apparently wounding that, or even the feelings of the opposite party. In consequence of this accommodation, the Cambridge, which was purposely equipped on the prospect of the war, was ordered to be paid off, so that Mr. Graves struck his flag, and Mr. Locker once more retired into private life.

In 1792, the inimical intentions of the Republican party in France becoming peculiarly manifest with respect to Great Britain, and the intentions of those who had usurped the Government of that country being openly avowed against all nations possessing a regular and more particularly a regal system, the British Ministry prudently considered they could no longer patiently behold the approach of the threatened conflagration, and wait till they felt its effects ere they considered themselves as justified in attempting its suppression; but resolved most strenuously to oppose it. The murder of that unfortunate Sovereign Louis XVI. and the furious declamations as well as threats publicly vented by the frantic assassins who had caused it, proved the justice of the decision, and political equity, as well as prudence of the measures, taken to oppose them. Orders were suddenly issued, and the utmost energy used in the British councils to send forth a force sufficient to chastise, particularly by sea, an horde of political miscreants who were not ashamed to avow, publicly, principles subversive of all order whatever, and sought to disseminate those principles by the fomentation of civil discord, and by a specious inducement created by allurements, which every rational friend to what is called society must execrate and oppose. Among other appointments made on this occasion, Captain Locker was raised to the rank of Commodore, and accordingly hoisted his broad pendant on board the Sandwich, of 90 guns, as Commander in Chief at the Nore. He received this appointment at the close of the year 1792, but in consequence of the death of Captain Ferguson, on the 15th of February in the ensuing spring, was appointed Lieutenant Governor of Greenwich Hospital. There he wound up the remainder of a most unexceptionable life, occasionally pressed by the increasing infirmities of age, frequently cheared by the society of his numerous and excellent friends, and always consoled by a modest consciousness of that undeviating rectitude which had distinguished his character. He died, after repeated paralytic attacks, on the 26th of December 1800, in the 70th year of his age, and was buried in his family vault at Addington in Kent.

The fate of a brave man, especially when falling in the natural execution of his duty, is certainly to be lamented as among the greatest of all political losses; but when the same character sinking even at the most advanced age under that natural pressure, receives that fatal summons to which the greatest heroes must submit, public sorrow feels a peculiar and more poignant addition from the sad reflection, that benevolence, and every other private virtue, have at the same time been deprived of one of her best votaries.

HERALDIC PARTICULARS.

Mr. Locker married Lucy daughter of William Parry, Esq. Admiral of the Blue, and Lucy, daughter of Charles Brown, Esq. Commissioner of the Navy.

One brother, John Locker, survived him, older than himself, a Clergyman, Vicar of Kenton, near Exeter, who married Ellin, daughter of —— Joynes, Esq. of Gravesend.

A sister also, Mary, unmarried, living at Castle Hedingham, Essex.

ARMS.] Argent, between three dragon's heads, proper, a chevron Gules, surmounted with an escutcheon of pretence, bearing the arms of Parry, viz. On a field argent, between three fuzils azure, a fess of the same.

CREST.] On a wreath, a stag's head erased proper.

MOTTO.] Fear God, and fear nought.

PHILOSOPHICAL PAPERS.

Description of the MUREX *or* PURPLE-FISH.

OF all the different kinds of fish which are picked up on the shores of the British West India Islands, the Purple-Fish is the most curious and valuable, and deserves a distinct and accurate description.

We make no scruple to assert, that the purple-fish is the so much celebrated Murex of the ancients, since it so well agrees with the account which Pliny and other naturalists have transmitted to us of the latter, as we shall endeavour to evince in the following remarks.

And that we may proceed with as much clearness and perspicuity as we can, it may not be amiss to enumerate the several appellations by which this particular species or sort of the purple-fish, was distinguished from the rest, and to account for each as well as we may.

It is too notorious, that classical authors, and more especially the poets, have indiscriminately used the words purpura and murex; and have given the general name purple to the several particular tinctures of these different shell-fish, as if the dye of the one did not differ from the dye of the other; and the purpura and murex were one and the same fish. But let us, if it be possible, be more exact, and distinguish them, as well as we can; which we shall attempt to do, by giving the reader as clear, and precise a description of the murex (for to that more especially shall we confine our inquiries), as we are able to collect from ancient authors.

1. The murex is often mentioned by Greek authors: it is called buccinum by the Latins, an appellation evidently bestowed upon it, because it belongs to the tribe of those shell-fish which are stiled buccinatores; or, as Horace names them, *sonantes conchæ*, sounding conchs; whose shells being twisted, hollow, and fit for the retention of the air, resemble, in an imperfect degree, that shell, which the ancients used in giving their alarms and summons, both at sea and on land, and which some of the moderns at this day carry, and use in their ships.

2. And as these names are attributed to the murex from the form or make of its shell, so we are induced to believe, that the appellation murex owes its rise to the roughness of it. For its shell is studded with prickles, ranged in regular rows, as is the purpura also, and many other shells of this class; so that the name murex is by no means proper to the purple conch we are speaking of, but belongs to

a large tribe, whose particular families are variously distinguished. It is confessed, that Pliny * (if we understand him, and the copy be clear of errors,) asserts, "that the buccinum hath no prickles, as hath the purpura; and that in the shells of both these, there is a number of circular rows or ribs, corresponding to the number of their years." But we presume this laborious naturalist either means, that the prickles of the buccinum are not so prominent or large as those of the purpura; or herein has forgotten himself: for if the buccinum and murex are the same fish, and allowed by him † to be so, it follows, that the buccinum must have the aculeus as well as the purpura, since the name murex was evidently bestowed upon it because its shell is pointed or prickled ‡. This is the proper sense of the word murex, which is therefore applied to calthorps, or chausse trappes, warlike engines, which are armed with iron teeth or spikes, and its derivative *muricatus*, to every thing that is sharpened and pointed.

From these two appellations, taken together, we may form a just description of the murex, and define it to be "a conch, studded on its outer shell with sharp and regular points, and twisted or wreathed in the form and likeness of the blowing-shell." In which last particular it is distinguished from the other purple-fish, which is usually stiled the purpura.

3. I need not add, that the murex is often called ostrum also; for from this name we shall receive no further information in our present inquiry, unless it be that as this word means rarely no more than the shell §, so we may from hence conclude, that the ancients bestowed this appellation upon it by way of eminence, to testify, as it were, the just sense they had of its superior excellence to all other shells.

4. Thus far then, as to the names attributed by the ancients to the murex, which have enabled us to discover the form and fashion of

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* Alterum (*viz.* purpura), elevatum est in turbinem usq. aculeis in orbem septenis fere, qui non sunt buccino; sed utrisq. orbes totidem, quot habeant anni. Nat. Hist. l. ix. c. 36.

† See notes, ibid. And Vossius in his Etymologicon, shows that the murex answers to Aristotle's Κῆρυξ (*i. e.* the buccinum), and is supposed by some to be derived from it. In voce murex.

‡ So Isidorus says, "Murex est cochlea Maris dicta ab acumine & asperitate." Lib ii. c. 6. originum. Here Isidorus's acumen signifies just the same thing as Pliny's aculei.

§ Ostrum is derived from the Greek ὄςρεον, a name which the Grecians bestow on all sorts of shell-fish. It was also stiled conchylium for the same reason, *i. e.* the shell-fish, from the Greek origin, κογχύλιον; but ne[illegible] nor that appellation was peculiar to the murex, properly so called: [illegible]buted also to the purpura.

its shell, which the curious reader will find to correspond with the annexed draught, which is taken from a shell now lying before me. The murex is a small fish; the best and largest sort of them, if we believe Athenæus [*], not exceeding one pound in weight. Those we met with on the shore of Barbadoes, as far as we could discover, are much less, falling very short, even in the greatest of them, of a pound; and most of them being little more than half as heavy. The dimensions of the shell before us, which is one of the common size of those that are found here, will justify this account; for on the flat side or mouth, it measures no more than three inches and an half in length, and two in breadth; and on the curve, or outward shell, four inches and an half in length; over the thickest part, three inches and an half in breadth; and this measure rather exceeds than falls short of the truth.

The colour of the outward shell is a dark grey, sometimes faintly tinged with a yellow. The inhabitant of so small a shell cannot reasonably be expected to abound with a large quantity of so valuable a liquor; and, indeed, an hundred of them are scarcely sufficient to wet and discolour a cambrick or lawn handkerchief of an ordinary size.

5. As the shell of the murex differs from that of the purpura; so the places which each more particularly delights to frequent and inhabit, are also different. Pliny in recounting the various kinds or sorts of the purpura, distinguishes them very circumstantially (whether justly or no let the reader determine), by the places of their abode: styling some pelagiæ [†], that love and haunt the deep water, and are

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[*] Γίνονται δ᾽ ἔνιαι τῶν μεγάλων και μναιαῖαι. L. iii. c. 11. There are some of the great ones, and those of a pound weight. He calls them indeed Πορφύραι, the purple-fish, but I make no doubt this word must be taken for the several species, for the murex as well as for the purpura. But if this be not granted, it will follow, that if the largest purpura do not weigh more than a pound, the largest murex will not weigh so much; for Pliny assures us that the purpura is larger than the murex buccinum minor concha. L. ix. c. 36. And though Rondeletius here corrects the present reading, and changes minor into major, yet this liberty with the text is not to be allowed. The authority of Athenæus in another place, l. iii. c. 11. is against it, who says, that the smaller purpura are bred on the shores and sea coast (the usual haunts of the murex, as we shall see hereafter), and that their flos is red; whereas that of the larger purpura is mostly black, and sometimes ἐρυθρὸν μικρὸν, a little red, *i. e.* of the violet colour. These two circumstances convince us that by the smaller purpura Athenæus means the murex.

[†] The Scholiast on Apollonius's Argonauts, commenting on the word πορφύρεσκεν, l. i. v. 461. explains it κατὰ βάθος ενεθυμεῖτο. He thought upon it deeply and seriously in his mind, and adds this reason, πορφυρὰ γὰρ [illegible]

those of which he speaks, when he says, that some are caught with small nets cast into the deep; others again he calls littorales *, such as frequent the shore; others lutenses, which delight in mud and slime; and others algenses, which shroud or hide themselves in the sea-weeds. But the buccinum, or what is the same, the murex, sticks and fastens, he says, only on rocks, and there or thereabouts is gathered or picked up †. In this situation I first discovered it, for walking one day on the north side of the island, and seeing a shell-fish fixed to the rock before me, I ordered a person to fetch it. The lad, advancing towards it with too much hurry and impetuosity, grasped it with so much roughness, that his hand was immediately stained with a florid and most delightful crimson.

This accident, the reader will suppose, awakened my curiosity in no less a degree, than one of much the like nature did that of the Egyptian Hercules, whom the inhabitants of old Tyre acknowledge to have been the first discoverer of the murex, and inventor of the purple dye. " He," as Julius Pollux relates the story, " amusing himself on the sea coast, and perceiving the hair of his dog's lips to be tinged with a fine red, was excited to examine more nicely into the cause; and discovered that his dog had found, and been eating, the purpura or purple-fish ‡." Or rather thus, as the story is related by Polydore Virgil §, who hath given it a more sprightly and gallant turn: Hercules was in love with a young lady, a native of that city, whose name was Tyros; a dog that used always to attend her creeping one day among the rocks, found a purple-fish, and having broken the shell and eaten the meat, returned to his mistress with his chaps tinged with a purple or scarlet dye. The lady, delighted with the uncommon and beautiful tincture, declared to Hercules, when he was paying her the next visit, she would no longer receive his ad-

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ἰχθύος ἐν βάθει τῆς ϑαλασσης εὑρισκόμενον. " The *purple* is a kind of fish found in the bottom of the sea." See also Schol. in l. ii. v. 548.

* I am induced to believe these purpura littorales are the murex, and that what he says of them, means no more than what he tells us of the buccinum or murex, when he says, it is gathered or taken about or near the rocks, and then the purpuræ littorales of Pliny are the same as the smaller purpuræ of Athenæus, which are bred on the shores and sea coasts.

† Buccinum non nisi petris adhæret, circaque scopulos legitur. L. ix. c. 36.

‡ No one will doubt, I believe, that this was the murex, and yet we see the grammarian calls it the purpura. An instance of what hath been before observed, that these names are attributed indiscriminately by authors to the same fish. And Polydore Virgil, in the citation that follows, is guilty of the same error.

§ De rerum invent. Lib. iii. c. 6.

dresses till he had procured her a gown of a colour as bright and splendid as what he saw on the dog's lips. This full and positive injunction forced the hero to go in quest of the shell fish; which being found, he not long after brought the lady the present she had required, and so became the inventor of the purple dye. The Tyrians, it is evident, gave so much credit to the most particular circumstance belonging to this tradition, *viz.* The manner whereby the purple-fish was first discovered, as to preserve the remembrance of it long after, on their coins; some of which may be now seen, with the dog and purple-fish, in the cabinets of the curious.

But to return, I shall offer my remarks on the several particulars of these stories hereafter, in the process of this dissertation, and as they occur; and in this place only take notice, that though these authors differ very much in other circumstances, yet they agree in this, that the dog, both that belonging to Hercules and that of the young lady, found the shell among the rocks, which Pliny says is the usual habitation of the murex, and the place where I first discovered the Barbadoes shell, which we presume is a third circumstance in favour of our shell, toward proving it to be the murex of the ancients.

6. The flos or tincture of the Barbadoes conch stained, as we before observed, the hand of my servant, with a florid and bright red. Now Aristotle *, in describing the murices (for them only he must be supposed to speak), uses almost the very same words, saying, the juice or liquor, being either squeezed or emitted, dyes the hand with a florid colour. And Pliny †, after him, assures us, that the tincture of the buccinum, mixed with that of the purpura pelagia, gives the latter, *austeritatem illam, nitoremque illum, qui quæritur cocci,* the fulness and brightness of scarlet. Lastly, we observe, that the shell which Tyros's dog picked up emitted a liquor which tinged his chaps with a scarlet dye ‡. This colour then, we suppose to be, among other marks, a distinguishing note and sign of the murex, properly so called. For Pliny § assures us, there are only two kinds or genera of the purple-fish; and that from the different mixture of the respective juices of each, the various sorts of purple were made.

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* The words are inserted into Athenæus, l. iii. c. 2. from Aristotle, by his Latin translator, and are these, " expressus ille succus manum tingit florido colore."

† Nat. Hist, Lib. ix. c. 38.

‡ " Sua labia puniceo colore infecit." Virgil, *ibid.*

§ Concharum, ad purpuras, *i. e.* conchylia, eadem quidem est materia, sed distat temperaments, Duo sunt genera. Buccinum minor concha, alterum purpura vocatur. Lib. ix, c. 36.

The colour therefore of the flos or tincture is another favourable circumstance which strengthens our comparison, and renders it probable that the Barbadoes conch we are now treating of, is the murex of the ancients. And here we desire the reader to recollect another particular in the fore-mentioned story, which must not be omitted. It is this: the lady required that Hercules should present her with a vest or garment of as beautiful and lively a colour as that which he then saw on the dog's lips *.

This purple-juice is deposited in a small transparent bag, or rather vein, on the back of the fish, not far from the head, and when it is taken with a pencil or otherwise from the vein, the shell being broken, it is of the consistence of a thin cream, of a yellow-greenish colour; smelling raw, and very disagreeable, and the wool, cotton, or linen, that hath been soaked in this liquor a few hours, afterwards assumes a deep scarlet hue.

But what shall we say is the reason why this same liquor, when transfused or ejected through the mouth of the living fish, dyes the hand of him who plucks it from the rock, immediately? Is it because, when the juice is percolated or strained through the vein by the living fish, it is mixed with some other liquor, that accelerates this alteration of colours; or because when the fish is dead, the flos is itself debilita: because less vigorous, and able to exert its extraordinary virtue. Whatever be the cause, the fact is certain: for the liquor, when emitted by the fish, immediately stains the hand, but when taken out of the vein of the dead fish, it is some time before the wool receives the tincture.

But though we are not able to account for this sudden transmutation of colour, yet the use of it arising to the fish itself we think is evident; and affords us a fresh instance of the wisdom and contrivance of the great creator, who hath hereby furnished the murex with the means of securing itself from danger, which (as the ink fish) is directed, at the approach of its enemy, to emit this purple liquor, which being nauseous, and offensive, annoys and beats off its assailant.

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† Lanis illius labris splendidiorem, says P. Virgil, *ibid.*

† Buccinum per se damnatur, quia fucum remittit. Plinii, l. ix. c. 38.

‡ Athenæus, from Aristotle, says, *ἀνα μέσον τȣ̃ μήκωνος και του τραχήλȣ ἄνθος ἔχȣσιν.* L. iii. c. 2. *Μηκον*, or papaver, is *τὸ ἐντὸς τȣ̃ ἰχθύος*, internum seu intestinum piscis, as he acquaints us, from Epeenetus, *ibid.* Pliny says, the flos lies in mediis fancibus; which his annotator corrects, and says, inter hæc (*viz.* cervicem & paraver), supra ventrem flos situs est. L. ix. c. 36.

INVENTION

By which SHIPS *are enabled to* SAIL FASTER *than they now do in a heavy Sea, &c.*

BY WILLIAM PLAYFAIR.

THIS invention consists in placing on the bow of the ship, or on such part of it as the opposing wave strikes, a *shield* or *water-skreen,* between which and the ship are springs to let it retire back upon the ship in such a manner, as that the time during which the wave acts, is prolonged, and that hard crash prevented that takes place against those ships which have not such a protection. This shield or skreen is so made, as to be without difficulty placed whenever the wave happens to strike, and changed from that to any other when circumstances require it. The shield is above the water-line when the ship is in an horizontal position, being only under water when the wave comes, so that it may not impede the sailing of the vessel, by making it cut the water with more difficulty, when there is no water to oppose it.

OBSERVATIONS.

It is well known, by the effects of spring carriages, as well as by the resistance that elastic substances give even to the most violent shocks (even cannon shot), that much may be effected by interposing an elastic substance between two bodies moving in opposite directions. It is well known also, that water is a *hard body* when striking or struck suddenly, and that prolonging the time of collision diminishes greatly the effect produced by the blow.

The elasticity of the French vessels, rather than any superiority of form, has for some time been believed to occasion their quick sailing. The well-known fact, that vessels sail faster after they have been strained (if not strained too much) than taken quite stiff from the stocks, also augurs well, and in favour of this invention, of which, however, the real utility remains to be proved by experiment ; and finally, by putting it in practice.

As the object is immense to a country like this, the prosperity and safety of which depend on its naval superiority, there can be little doubt that every justice will be done to this invention, and that if it is found useful it will amply reward the inventor.

ON THE MODE
OF
IMPROVING THE NAVY,

In a Letter from GABRIEL SNODGRASS, Esq. to the Right Hon. HENRY DUNDAS, President of the Board of Commissioners for the Affairs of India, &c. &c. and to the Hon. the Chairman, the Deputy Chairman, and Court of Directors of the East India Company; with an Appendix.

GENTLEMEN,

I AM sensibly flattered by your permission to dedicate to you the result of the experience which I have acquired in a series of years in the East India Company's service. It is a reward of which an honest man may be fairly proud—the approbation of his services by those who are the best able to appreciate their value.

While an attention to my duty produced improvements in the building and repairing of the Company's ships, I could not but feel an anxiety to extend those improvements to the Navy; in consequence, my strenuous endeavours have not been wanting to afford to my countrymen, in the fullest extent, what I conceived to be advantages material to Great Britain.

If the arguments I use in support of these opinions be too desultory, and if I express myself in a style not sufficiently polished, I am persuaded you will pardon these faults. I impute blame to no individual; I mean not to offend; if I speak truth you will approve it;—your approbation, and that of my Country, is all I desire.

In the first place, I take the liberty of asserting (and from experience), that the East India Company's ships, as now constructed, are the first and safest ships in Europe. In support of the assertion which I have made in favour of the construction of those ships, I beg leave to submit in the Appendix (No. VII.) a list of the number of ships built and repaired under my inspection, from the year 1757 to 1794, making in all 989, of which (as will appear by the said paper) there was only one, the Earl of Chatham, which was supposed to have foundered. If the improvements adopted in those ships were extended to the Navy, much labour and expence would be saved to the nation.

Upon that idea the following remarks are founded; but, before I proceed to enumerate the particular circumstances which render the Company's ships superior to our ships of war, I must be permitted to remark, with deference to the opinions of the persons employed by Government in the department of ship building, that radical errors appear to prevail respecting the article of timber.

In the first place, a much greater quantity of rough timber than can be necessary is kept in store; for I must contend that a stock sufficient for one year's consumption would equally serve the purposes to which it is at present applied in any of his Majesty's dock-yards.

No ship was ever yet built entirely with timber that had laid to season three years, two years, or even one year; consequently, that part of the ship which was formed of the most unseasoned wood must be expected to decay first, and thus a progressive decay in the several parts of the ship, subjects her to the necessity of continual repairs, at an immense expence, and to the detriment of the service.

A second error is in the preparation of timber for service; upon this and upon the other point above mentioned, I cannot submit better information than what is contained in my answers to questions put to me by the Commissioners of the Land Revenue, in the year 1791 (Appendix No. II.), which are published in their Eleventh Report to the House of Commons.

I there recommended that Government should always have twenty or thirty sail of line-of-battle ships constantly on the stocks, to be built by contract, and to stand to season under cover (as is described in my answer to the thirty-fifth question), by which means the ships would last from eighteen to twenty years, instead of only eleven years and three quarters, which is said by the Navy Board to be the average duration of ships of the present Navy.

Indeed, I hope I shall be forgiven in requesting particular attention to those answers, as containing, in my humble opinion, suggestions which, if carried into execution, would be the means of reducing, not only the consumption of oak timber, but also the expence of building and repairing ships in the Navy, by at least *one-half*. My opinions still continue the same as those which I then expressed.

No ship should ever have what is called a thorough repair, or *any timbers* shifted; instead of this, their bottoms and upper works should be doubled with three-inch oak plank, from keel to gunwale, and strengthened with iron knees, standards, and even with iron ryders, if necessary; all which might be done at a small expence; and ships so repaired would be stronger and safer, and be able to keep the seas longer, in the worst weather, than any new ships in his Majesty's Navy.

This measure would be the means of saving great quantities of valuable straight and crooked (commonly called compass) oak timber, which otherwise must be expended by giving ships thorough repairs;

and it should be more especially adopted with respect to such ships as have their top-sides of the absurd old fashion of *tumbling in* (Appendix No. III.), than which nothing can possibly be more extravagant and ridiculous, as many of the timbers must be much weakened by being cut across the grain; and such ships as have had a second thorough repair, must also be further weakened, as the timbers are always considerably reduced in the moulding way on each repair, and those timbers are originally much too slight; on the contrary, great advantages would be derived from having little or no tumble-home to the sides, as it gives more room upon deck, a greater spread to the shrouds, additional security to the masts, makes the ship stiffer, a much better sea boat, and, in every respect, safer, stronger, and better.

As all ships of the Navy are every way deficient of iron to strengthen and connect the sides and beams together, they should be built with diagonal braces (Appendix No. II.), as described by me in the aforesaid Eleventh Report, and with the knees, standards, breast-hooks, and crutches of iron, it being obviously impossible, by any means, to make a ship equally strong with wooden knees, &c. The iron may be made to any size, strength, and length, so as to admit of as many additional bolts as may be judged necessary.

It is upwards of twenty-four years since I first introduced in the East India Company's shipping the mode of fastening on the outside and inside plank with bolts, and leaving the tree-nail holes open for air until the ships were nearly finished and ready for caulking, which has been, and is now universally acknowledged to be the best method of seasoning the timbers and plank of any yet adopted. But although this is a matter of so much importance to the preservation of the ships of the Navy, it has not been practised in his Majesty's dock-yards, nor have I ever heard of its being introduced into any contract for building ships of war in the merchants' yards.

It is more than seventeen years since I brought into use, for the East India ships, round headed rudders, requiring no rudder-coats. Experience taught me how dangerous the old fashioned rudder-coats were, particularly in small ships of the Navy, many of which, I cannot doubt, were lost from the sea having carried away their rudder-coat.

The round-headed rudders are now universally acknowledged to be much superior, in every respect, to the square-headed rudders of the ships of the Navy; and I am very anxious that these should be introduced into all ships to be built in the King's yards, and provided for in the contracts made, in future, for ships of war to be built in merchants' yards.

About twenty-seven years ago I also introduced four-inch bottoms to ships for the East India Company's service, instead of three-inch bottoms; and there are ships of less than six hundred tons burthen, built for that service, with four-inch bottoms, also with sheathing of three-fourths of an inch thick, and coppered as usual; whilst, on the contrary, there have been frigates of a thousand tons burthen, lately built for Government in merchants' yards, with three inch bottoms, and a ship of eight hundred tons with a fir bottom only three inches thick; and there are ships of seventy-four guns, now building in those yards, of eighteen hundred tons burthen, with not more than four inch bottoms; which ships, I presume, are intended to go to sea, as usual, without any wood sheathing.

It appears to me that continuing the practice of *thin* bottoms tends to risk the loss of the ships and the lives of his Majesty's subjects, more especially if fir be taken instead of English, Quebec, or East country oak-plank, which may always be procured. In my opinion, no ships of four hundred tons and upwards should have less than a bottom of four-inch oak-plank;—all ships of the Navy, of eight hundred tons and upwards, should have not less than five inch plank;—line-of-battle ships should have bottoms at least six inches thick;—and all ships should have the addition of wood sheathing. The thickness of the inside plank of those ships may then generally be reduced in proportion.

It is many years since the keels of all the East India ships have been rabbitted in the middle, which is certainly safer and better than having the rabbit on the upper edge, as is the practice in the ships of his Majesty's Navy at this time.

About twenty-six years since, I had the capstands to the ships in the Company's service fitted with an iron spindle, paul-head, and catch-pauls. This has ever since been allowed effectually to prevent the people from being thrown from the bars, which, is well-known, has frequently happened on board of his Majesty's ships, and whereby many lives have been lost, and great numbers crippled.

Every old capstand in the King's ships should be fitted with an iron spindle and catch-pauls, which may be done in a short time, and at a very moderate expence, compared with the great safety and other advantages that must attend this improvement.

I have made it a practice, for many years, to add iron knees under the beams to all old ships in the Company's service; and, of late years, to such ships as have made three voyages, I have frequently added an iron knee under every beam of the lower and middle decks, from the fore-mast to the mizen-mast, where there has not been a standard. If his Majesty's ship the Centaur (although French-built) and others that have foundered at sea, had been fitted in this manner, it would have prevented their sides from separating from the ends of their beams, and consequently might, in all probability, have prevented those ships from foundering.

Indeed, I am persuaded that the loss of most of the ships of war and even merchant ships, that have foundered at sea, has been occasioned by their having been insufficient in point of strength.

After having stated, in my answers to the questions put to me by the Commissioners of the Land Revenue in the year 1791, every alteration I then thought necessary to be made in future, so as to prevent accidents of that kind, even in the worst weather, I cannot but sincerely regret that my remarks have not been attended to. I feel this the more when I consider the frequent losses of the King's ships, particularly the very recent catastrophe of his Majesty's ship Leda, when (as it is said) only seven of the whole crew were saved.

Out of the great number of ships that have been lost from getting on shore or striking on the rocks, there can be no doubt many of them might have been saved if their bottoms had been thicker when originally built, and the old ships doubled with three-inch oak plank when they required considerable repairs.

Whenever a ship is lost at sea, a strict inquiry ought always to be made of the survivors as to every particular, in order that the cause of such loss may be ascertained:—the result of such inquiry should be made as public as possible to the eye of observation.

The great number of King's ships, of all rates, which have foundered at sea, and the number of lives that have been lost in consequence, are striking proofs that those ships were not constructed, in all respects, as they might have been, so as to encounter the most severe storm. I am fully convinced that all ships may be so constructed, and I presume I have pointed out, in the different parts of this publication, effectual means for the purpose.

I sincerely hope that this will attract the attention of Government, and also induce professional men to make such further observations on building, constructing and repairing ships for the Navy of Great Britain, as may prevent the like dreadful consequences in future.

The principal causes of these misfortunes, in case of sudden violent storms, or the ships broaching to, appear to me as follows, *viz.*

In the first place, the deep waist in those ships, and more especially in the frigates and sloops of war, which occasions them to ship a great deal of water on the main-deck.

Secondly, the ballast, water, and every thing in the hold, shifting and falling to leeward, from want of shifting-boards and the pillars not being properly secured to prevent the same, whereby the ships are liable to become water-logged, and thus, before the hatches are sufficiently secured, they may fill and founder.

Captain Inglefield's narrative of the loss of the Centaur of seventy-four guns, will clearly evince that not only small ships, but all ships of war, however large, should have shifting-boards in the hold, and the pillars better secured ; and as a farther security from the guns doing damage, in case of their breaking loose, I recommend substantial comings to all the hatch-ways, at least two feet above the decks, also thick pieces of oak in mid-ships, between the hatch-ways, let down upon the beams, equally well secured and of the same height above the deck as the comings, which must prevent the guns from going further to leeward.

The sterns of ships of war should have little or no rake, in order to give an opportunity of fighting a greater number of stern-chase guns, which cannot be done with safety where the sterns have a great overhanging, as is the case with the ships of his Majesty's Navy. There should be strong dead-lights to their stern windows, and no quarter-galleries, which are not only unnecessary in those ships, as when they are close hauled, they very much impede their sailing, but are also dangerous (particularly in small ships) in case of the galleries being carried away ; neither should there be any scuttles through the sides, or their tillars under the gun-decks of any ship ; there should be whole ports instead of half ports between decks, and no line of battle ships should work their cables on the lower deck.

I am confident if all ships had firm and flush upper decks, in place of deep waists (as I recommended in my answers in the year 1791, before mentioned) they would be far superior, not only as ships of war, but also in point of safety, as it would then be almost impossible (except through great neglect), for any ship to founder in deep water, even in the heaviest seas or the most severe storm. I feel myself so deeply interested in this subject, that I must take the liberty of referring to *Steel's* list of ships * lost or foundered at sea, and I am persuaded that I am rendering a service to the community by pointing out what I am certain would prevent those fatal consequences in future.

In addition to the above suggestions, which come more particularly within the professed object of this address, allow me, Honourable Sirs, to submit the following ideas to your consideration.

As it is apprehended there may be a want of oak timber in this country, I presume it is now time that Government should give orders to plant and enclose every part of the King's forests and waste lands with oaks, as I recommended in a report to an Open Committee of the House of Commons, printed in the year 1771 †.

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* Appendix, No. I. † Appendix, No. III.

I would further recommend that, whenever a peace should take place, all those ships that were contracted for, or built for the East India Company's service, and purchased by Government, should be returned to be employed in that service again, which would be the means of saving a great quantity of oak timber.

I am confident that the Surveyors of the Navy may form such bodies for line of battle ships as would answer equally well for trade in times of peace, and such ships may be lent out to be employed in the East India Company's service as merchant ships. This measure would not only save an immense consumption of oak timber, give further time for improving the King's forests, and prevent the ships from rotting in the harbours, but would also save the public the usual expence of repairs, and they may be returned to Government when required.

In my opinion, a great deal too much has been said in favour of French ships. I cannot myself see any thing worthy of being copied from them but their magnitude; they are, in other respects, much inferior to British ships of war, being slighter and weaker, in general draw more water, and they likewise commonly exceed the old ships of the present navy in the absurd tumble-home of their topsides. It must appear very extraordinary, that there are several line of battle ships and large frigates now building for Government from draughts, copied from those ridiculous ships.

With respect to these humble ideas on the foregoing and other matters relating to ships of the navy, and of shipping in general, formed from long experience in that line, and which are more fully stated in my answers in the eleventh Report before mentioned, it does not become me to say why my plans were not thought worthy of adoption; but I owe to myself to explain to you, Gentlemen, upon whose good opinion I set so high a value, that I have left no proper means untried, from time to time, to impress on those who superintended the naval department of England, considerations which, as an Englishman, I thought it my duty to submit to them.

May I be permitted to add, that a principal inducement for troubling you with this Address is that, under your auspices, the considerations contained in it may challenge a degree of attention, which, as the suggestions of an humble individual, they could not otherwise claim. I have the honour to be, very respectfully,

Gentlemen,
Your most obedient and
Faithful humble Servant,
GAB. SNODGRASS.

East India House,
the 9th November, 1796.

APPENDIX, No. I.

A List of British Ships of War, lost or foundered, from 1775 *to* 1784.

Suppos. No. of Men.	No. of Guns.	Ships' Names.	Where lost, &c.
120	16	Falcon, - -	Foundered on the coast of America, - crew perished.
120	18	Mentor, } -	Ditto near Bermudas with the crew of the Cerberus on board, in addition to her own crew, all perished.
180	28	Cerberus,	
120	18	Pomona, -	Lost in the West Indies, crew perish.
120	18	Ferret, - -	Ditto ditto - - ditto
220	32	Repulse, -	Ditto in North America, ditto
120	20	Vestal, - -	Ditto on the Newfoundland station, - - ditto
120	16	Pegasus, -	Ditto on ditto, - ditto
100	12	Sprightly, -	Ditto at Guernsey, - ditto
120	16	Swallow, -	Ditto coming from the Cape of Good Hope, - ditto
110	14	Dispatch, -	Ditto in North America, ditto
120	20	North, - -	Ditto near Halifax, - ditto
600	74	Thunderer, -	Ditto in the West Indies, ditto
250	42	La Blanche, -	Ditto ditto - ditto
180	28	Laurel, -	Ditto ditto - ditto
180	28	Shark, - -	Ditto in North America, ditto
120	18	Rover, - -	Ditto (don't mention where) ditto
110	14	Barbadoes, -	Ditto in the West Indies ditto
110	14	Camelion, -	Ditto ditto - ditto
60	10	Victor (*brig*),	Ditto ditto - ditto
120	16	Delight, -	Ditto on her passage to North America, - - ditto
60	14	Pheasant (*cutter*),	Ditto going convoy to Guerns. ditto
100	8	Thunderer (*bomb*)	Ditto in the British Channel, ditto
500	64	Sterling Castle,	Ditto in the West Indies, crew - chiefly ditto
180	28	Andromeda, -	Ditto ditto - ditto
120	16	Beaver's prize,	Ditto ditto - ditto
600	74	Centaur, -	Foundered coming from Jamaica, - only twelve saved.
4860	*Total*		

No mention of the crew of the following ships, whether any were saved or not, but I presume that may be ascertained from the books at the Navy Office.

Suppos. No. of Men.	No. of Guns.	Ships' Names.	Where lost, &c.
180	26	Earl of Bute, -	Foundered in the gulph of Florida.
120	16	Cupid, -	Ditto off Newfoundland.
350	50	Leviathan, -	Ditto coming from Jamaica.
160	24	Penelope, -	Ditto in the West Indies.
850	104	Ville de Paris, -	Supposed to have foundered coming from Jamaica.
600	74	Glorieux, -	Ditto ditto - ditto.
180	28	Hinchinbrook,	Foundered at Jamaica.
350	50	Cato, - -	Supposed to be lost on her passage to the East Indies.
	8	Savage, -	Lost at the island of Scaterie.
180	28	Liverpool, -	Ditto in Jamaica Bay.
120	20	Syren, - -	Ditto off Point Judith near Rhode Island.
220	32	Arethusa, -	Ditto off Ushant.
220	32	Grampus, -	Ditto near Newfoundland.
220	32	Tortoise,	
120	16	Zebra, - -	Ditto near New York.
	12	Spy, - -	Ditto at Newfoundland.
	10	Otter, - -	Ditto in Florida.
120	16	Viper, - -	Ditto in the gulph of St. Lawrence.
280	44	Phœnix, -	Ditto in the West Indies.
220	32	Sartine, - -	Ditto in the East Indies.
160	24	Deal Castle, -	Ditto in the West Indies.
120	20	Scarborough, -	Ditto ditto
120	18	Bellona, -	Ditto at the mouth of the Elbe.
	14	Endeavour, -	Ditto at Jamaica.
	8	Incendiary (*fires.*)	Ditto near the Isle of Wight.
180	28	Greyhound, -	Ditto near Deal.
160	24	Pelican, - -	Ditto at Jamaica.
160	24	Syren, - -	Ditto upon the coast of Sussex.
120	16	Hope, - -	Ditto off Savannah.
120	16	Duc. Cumberland	Ditto off Newfoundland.
	14	Race-horse, -	Ditto off Beachy Head.
	14	Rattle-Snake,	Ditto off the Island Trinidada.
250	36	Santa Monica, -	Ditto off Tortola.
180	28	Solebay, - -	Ditto off Nevis.
	14	Repulse (*cutter*),	Ditto off Yarmouth.
	14	Placentia (*brig*),	Ditto off Newfoundland.
160	24	Crocodile, -	Ditto off the Start Point, coming from the East Indies.
	14	Antelope,	Ditto in the hurricane at Jamaica.
	10	D. of Rutland,	

APPENDIX, No. II.

Extracts from the Eleventh Report of the Commissioners of the Land Revenue, and of the Appendix to that Report.

(*Page* 26.) THE Commissioners of the Navy, in answer to our enquiries concerning the duration of ships of war, give as their opinion, that ships built in the dock yards last, on an average, about fifteen years, and those built by contract, in the merchants' yards, about ten years. This difference they impute, among other causes, to the timber used in the dock yards being better seasoned, and the ships a longer time in building, which last circumstance alone contributes greatly to their duration. The merchant builders being employed to build ships of war only in cases of emergency, are often, from the urgency of the service, pressed by the Navy Board to complete them in a shorter time than is specified in the contract; and, not having a sufficient stock of timber on hand, they are obliged, at a short notice, to provide what is wanted, and to work it up before the juices are sufficiently exhausted to render it fit for use.

If this opinion of the Commissioners of the Navy be well founded (and no persons can have better opportunities of judging of this matter), it follows, that as the tonnage of the ships built by contract, or purchased during the present reign, amounts to 256,656 tons, and of those built in the dock yards to only 131,852 tons, the medium duration of the ships which compose the present Navy, taken one with another, is only about eleven years and three quarters.

Every addition to the duration of ships being obviously a proportional saving of timber, if means could be devised to make ships of war last eighteen years, one-third part of the present consumption of timber for the Navy would be saved; and instead of 50,000 loads being necessary for the annual supply, 33,333 loads would be sufficient.

(*Page* 33.) It appears, from the answers of Mr. Snodgrass, that, in the ships built for the East-India Company, iron knees have, for many years, been used instead of oak, and are found to answer better than oak, being lighter, cheaper, and stronger. They have also been adopted in the construction of ships of war in France, for a great while past; and it seems extraordinary that, notwithstanding the apprehensions of a scarcity of oak timber in this country, and though the difficulty of procuring knees has been such as to induce the Navy Board to make trial of chesnut and ash, yet iron has been very little used in the construction of ours. It would, undoubtedly, prove a great saving of timber, and of that kind which is already most difficult to procure, and in which, by grubbing of hedge rows, in consequence of the extension of tillage and improvements in agriculture, a still farther decrease is speedily to be apprehended. This is, therefore, a very important suggestion; and, being founded on experience, well deserves consideration.

In the answers of Mr. Snodgrass in particular, and in those also of the merchant builders, whose opinions we have obtained on the means of preventing waste, and increasing the duration of ships, many alterations, besides those which we have mentioned, are suggested as improvements in the form and construction of ships. Our view, in the inquiries we have made of persons in that profession, has been to discover whether any alteration in the present practice would be likely to contribute to the saving of timber, by rendering ships more lasting; and whatever appeared to us to have that tendency, being connected with the object of our appointment, is inserted in this report. But we have not *here* detailed the other improvements which have been suggested in the form and mechanism of ships, not from thinking them of little importance, but because they are matters which do not fall within the limits of our duty. They, however, appear to us to be so well deserving the consideration of those whose province it is to seek for improvements in naval architecture, that we have inserted them at length in the appendix, and annexed a section, drawn by Mr. Snodgrass, of a seventy-four gun ship and a frigate, as built in his Majesty's dock yards, and another upon a plan recommended by him, not thinking it right, in a matter of so much importance to this country, to keep back alterations suggested by very intelligent men, possessed of great professional skill and long experience.

* * *

GENTLEMEN, *East India House, May 12th, 1791.*

IN consequence of your application to the Court of Directors of the East India Company to permit me, as their surveyor of shipping, to answer such questions as you might think proper to put to me, I received their commands to communicate to you every information that you might desire: I have accordingly considered the questions sent to me from your Board with the utmost attention I am capable of, and have given the fullest answers thereto in my power, which are inclosed herewith.

If any thing that I have suggested may be of the least service to the Public, it will give me the highest satisfaction; and I shall at all times be happy to communicate any further information in my power. I am, Gentlemen,

Your most obedient humble servant,

(Signed) GABL. SNODGRASS.

The Commissioners of the Land Revenue.

QUESTIONS proposed by the COMMISSIONERS of the LAND REVENUE to Mr. GABRIEL SNODGRASS, with his ANSWERS thereto.

QUESTION 1. Does your opinion continue the same that you gave before the Committee of the House of Commons in 1771, on all the points on which you were then examined? if not, be so good as to mention in what particular points it is altered.

ANSWER. My opinion continues the same, in all respects, as at that time; except on the following points, *viz.*

Respecting the building of ships in docks, my opinion is altered. I now think the building of them on slips to be preferable; and, if they are to stand any time to season before they are launched, a shed or roof should be built over them. But I still continue of the same opinion, that the laying up old ships in docks, under proper cover, would be very proper, and that a few experiments of this kind ought to be made, in some of his Majesty's yards, before it is generally adopted.

In the copy of my letter to John Purling, Esq. printed with the report of the Committee in 1771, (page 35) it is said that ships may go *eight* voyages to India in twelve or fourteen years. This must be a mistake, as I never thought of ships going more than six voyages in that number of years.

In what is said (page 36 of that report) respecting the not building ships for the Navy in the Merchants' yards, my opinion is also altered. I am now certain that it would be much for the interest of the nation, and for the future good of the Navy, if Government were to contract for ships of war to be built in private yards in time of *peace*; or whenever there is but little work in those yards, as proper time may then be allowed for the building and seasoning of them, and proper attention paid to the materials, workmanship, &c. and this measure, for two good reasons, *ought* to be adopted; first, that Government may always have a succession of seasoned and durable ships, at a moderate price, which would prevent the necessity that arises, in time of war, of building ships in great *haste* and with *green* materials, which certainly is the principal cause of the rapid decay of ships built in this manner, and of the *bad* state of many of the ships of the present Navy, and also of the extraordinary expence and consumption of timber in building and repairing of them: and, secondly, that the shipwrights in the private yards may find constant employment, which would increase their numbers and continue them in this country, and be highly advantageous to the Nation in time of war. The contractors may also undertake building ships in the King's yards, by the shipwrights employed in those yards, and slips may be separated from the rest of the yards by a fence put up for that purpose.

It has been suggested by some gentlemen, that ships of war, built in the Merchants' yards, are not so durable as those built in the King's yards. This certainly is a great mistake, if the same time is allowed for building and seasoning, as in the King's yards; or the *fault* must be with those who form the contracts, and should see they are complied with, as it is well known and allowed, that the Merchants' builders buy sounder and better timber, in general, than what is received into his Majesty's yards for the use of the Navy; consequently, if ships built in the Merchants' yards were allowed a sufficient time for seasoning, &c. and properly attended to while building; there is no doubt but they would be equal, if not superior, to ships built in any of his Majesty's yards, and at a much cheaper rate. For, if the prime cost of a ship of war, built in Merchants' yards, was compared to the real expence of building one of the same dimensions and scantlings in the King's yards, I much doubt whether the difference of the sums would not be found nearly as *two* to *one*.

> QUESTION 2. What is the number of British-built ships, at this time in the service of the East India Company, on the establishment; and what is their tonnage?

ANSWER. There are now ninety-one British ships, built and building, on the Company's establishment; and the amount of their tonnage is about 79,913 tons.

> QUESTION 3. What other ships are constantly, or occasionally employed in the Company's service; and to what amount of tonnage?

ANSWER. Two ships, built at Bombay, are constantly employed in the Company's service to and from India: the amount of their tonnage is 1,727 tons. Very few ships have been *occasionally* employed; except, lately, some few small ships, returning from Botany Bay, have brought home teas from China.

> QUESTION 4. Are there any ships now building for the same service, and of what tonnage; and are such ships intended to be employed in the room of ships of equal tonnage, to be forthwith broken up or sold, or in addition to the present shipping?

Answer. Four ships are now building, of something more than twelve hundred tons each, in the room of four other ships of about eight hundred tons each, which are worn out, and disposed of by their owners.

Question 5. At what time did the restriction, imposed by the act of 12 Geo. III. against building more ships for the East India Company, until their whole tonnage should be reduced to 45,000 tons, expire; and how soon after that restriction ceased, did the Company begin to build and increase their shipping?

Answer. I cannot tell the precise time the restriction expired, but suppose it was some time in 1776, as in that year the Company began to build and increase their shipping.

Question 6. Has the general consumption of timber, for the building and repairing of ships, increased since the year 1771?

Answer. The consumption of timber, for the navy only, I suppose has been more than double, from 1771 to 1791, to what it was from 1751 to 1771; and the general tonnage of East India shipping (British built) has increased, since the year 1776, from about 45,000 tons, to 79,913 tons, including the tonnage of the four ships now building.

Question 7. Is oak of any other country than Britain used in the construction of East India ships: and if so, in what proportion?

Answer. About one-half of the plank of the bottoms of East India ships is Dantzick oak plank. No large foreign oak is used in any part of those ships.

Question 8. From what part of Britain is the oak generally brought that is used for the construction of East India ships?

Answer. The merchant builders are not confined by their contracts to buy timber from any particular part of Britain, provided it is equal in goodness to that of the growth of Sussex.

Question 9. What do you suppose to be the difference between foreign oak timber imported into this country, and that of British growth, in point of duration?

Answer. All foreign oak, imported into this country, is very inferior to English oak; but I cannot ascertain the exact difference in point of duration.

Question 10. Has the price of ships, built for the East India Company, risen; and, if so, how much, since 1771?

ANSWER. The price of ships, built for the East India Company's service, has risen, since the year 1771, from twenty to forty shillings per ton, which has been occasioned, partly from their increased tonnage, partly from their being more substantially built, from the contracts being made fuller, and by not admitting so large extra bills as formerly.

QUESTION 11. Has Government any competitor, besides the East India Company, in the purchase of large oak timber fit for the use of the navy?

ANSWER. There are certainly many more competitors in the purchase of large oak timber, fit for the use of the navy, than the East India Company, such as the Office of Ordnance, Brewers, Mill-wrights, &c. &c. and no British ships, of 300 tons and upwards, are built without having some principal oak timber and plank used in them, fit for the use of the navy. But as the whole quantity of large oak timber used in the East India Company's service, and for all other maritime purposes, is so small compared to that used for the Royal Navy, the Navy Board have it much in their power, at all times, to regulate the price. I am of opinion, that East India ships of 1200 tons are built with timber of no larger meetings than is used for building and repairing the largest frigates in his Majesty's yards.

QUESTION 12. How long may it take to build an East India ship under the present regulations?

ANSWER. Eighteen months is the shortest time allowed at present.

QUESTION 13. How long under former regulations?

ANSWER. I do not recollect any regulation for the time ships should be in building formerly; some have been built in six months.

QUESTION 14. How many voyages might a ship be able to perform under each circumstance?

ANSWER. The ships now in the Company's service may go six voyages, if they can be performed in twelve years, with as much propriety as the former went four voyages.

QUESTION 15. What is the length of time of a voyage in the East India Company's service at present, and what was it usually before the year 1771?

ANSWER. The present ships being coppered, make their passages, out and home, in about two months less time than the ships that were not coppered; but formerly, when the ships had filled bottoms, (that is filled with nails), and were kept going regularly, they made four voyages in eight years. The present ships do no more, as they do not go out until the season after their arrival.

QUESTION 16. After what number of voyages are East India ships usually broken up, or disposed of?

ANSWER. Usually after having made four voyages; but lately the Company have given leave that all ships in their service may go six voyages, if, on examination, the owners should think them worth repairing; but it is very improbable that any of them will go more than six voyages in the Company's service. When they have gone the number of voyages they are supposed to be fit for, they are either broken up or sold. Of the last eighteen ships, eleven were broken up; of the rest, two were lost, one was burnt, and the remaining four were, I believe, sold.

QUESTION 17. What number of loads of rough timber are consumed, on an average, in building an East India ship, in proportion to her tonnage, including plank and thick stuff?

ANSWER. I am not certain; but suppose, as iron is used for knees, &c. in those ships, it may be about one load and a half to a ton.

QUESTION 18. What proportion does the timber used in repairing an India ship, during the time she continues in the Company's service, bear, on an average, to the whole quantity used in her first construction?

ANSWER. The quantity of timber used in repairing East India ships, during the time they are in that service, is quite uncertain; in general very little is used, for when their timbers are too *bad* to admit of being strengthened with riders, standards, &c. the expence of shifting them is so great, that no ships lately have had large repairs, and it is not likely any will in future.

QUESTION 19. What is your opinion of keeping a large stock of naval timber together, in its rough state, for three years, or more, before using it?

ANSWER. Keeping three years stock of timber, thick-stuff, plank, &c. in his Majesty's yards is so obviously destructive of timber, in general, and so extravagantly expensive, that it is next to a miracle its having continued so long.

QUESTION 20. If timber sustains damage from being so kept, what proportion of it do you think may be thereby rendered unfit for ship-building?

ANSWER. Rough timber, piled together in such vast quantities as is practised in the King's yards, and to remain in that state for three years or more, must certainly receive much damage; but what proportion of it may be thereby unfit for ship-building I cannot exactly ascertain—It may be one third or more.

QUESTION 21. How far do you think it practicable to mould timber, for the various purposes of ship-building, at or near the places where it grows, before it is brought to the building-yard?

ANSWER. It may be done to great advantage, especially where land carriage is expensive.

QUESTION 22. Would not that practice be the means of preserving much timber that is now lost by conversion in the dock yards?

ANSWER. Certainly it would, and more especially if converted by contractors.

QUESTION 23. In what degree or proportion is naval timber, in general, diminished in quantity, in being converted from its rough state into the proper forms for the purposes of ship-building; that is to say, how many loads of converted timber are produced from a certain number of loads of rough timber, on an average, in square measure?

ANSWER. About one-half in the merchants' yards, but I suppose it to be much more diminished in the King's yards; that is to say, two loads of rough timber will not, in the King's yards, produce one load of converted timber.

QUESTION 24. What do you conceive to be the best method of preserving timber in a converted state?

ANSWER. All converted timber, thick-stuff, plank, &c. should be placed under cover, where there is a moderate current of air, as soon as it is received into the yards.

QUESTION 25. Is there a greater difficulty in procuring oak knee-timber now than formerly?

ANSWER. I believe not. However great the difficulty has been, or may be at present, it is not of the smallest consequence, with respect to ship building, as iron knees may be substituted, in general, to a much greater advantage.

QUESTION 26. Is ash timber, or the Spanish chesnut, used for knees?

ANSWER. None used that I know of, nor is there the least occasion for either.

QUESTION 27. Are they found to answer the purpose, and to be nearly as durable as oak?

ANSWER. I never had any experience of them.

QUESTION 28. What substitute do you make use of when knee timber cannot be had?

ANSWER. Iron is the best substitute.

QUESTION 29. If iron be recommended, in what part of ships can it be used to advantage?

ANSWER. Iron may be used for hanging knees and standards to all the decks, for all breast-hooks (except the deck-hooks) ryders, crutches, wing-transom, and other transom-knees, and for knees in general. I have had great experience of iron for many years, and am confident it may be used for the above purposes in all ships of war, and other ships, to much greater advantage than wood.

QUESTION 30. May not beech, elm, Dantzick, and Riga timber, supply the place of oak in many parts of a ship; and if so, in what parts?

ANSWER. Beech and elm may be used in all ships' bottoms, from the keel to the floor-heads; Dantzick plank may be used in the bottoms of all ships, under the light draught of water, in place of English oak; Riga timber and Quebec oak may be used in some part of the ships of the navy, if there was a necessity, from want of English oak. Foreign plank will be found to be as dear as English converted oak from the interior parts of this kingdom, the growth of which, even there, ought to be encouraged, in preference to foreign oak, if it should cost more money, as being more durable and advantageous to the nation in general, and to the landed interest in particular; but I am firmly of opinion, there never will be a scarcity of oak timber in this kingdom, *if the King's forests and waste lands were properly planted with oaks, and constantly taken care of afterwards.*

QUESTION 31. Can you suggest any alteration, in the manner of framing large ships, that would lessen the consumption of oak timber?

ANSWER. By making the top-sides of all the King's ships (in future) to tumble home very little: see the annexed midship sections for a seventy-four gun ship and a frigate, Nos. 2 and 4: also by siding the timbers of the frame less, and moulding them more. This would add strength to the ships, and lessen the consumption of timber.

QUESTION 32. Have you ever considered the manner of framing slips or docks, for building and docking large ships; and whether any means can be used to lessen the quantity of timber made use of for such purposes; or can you suggest any means by which either of them may be improved?

ANSWER. Inferior timber being generally used for framing slips and docks, it is not very material as to the quantity made use of; but with respect to the mode of launching and docking ships in his

Majesty's yards, I am of opinion there is great room for improvement; and I beg leave to observe, that few things are so obviously absurd as the old method (which is at present practised in the King's yards) of launching ships on a curve line, with short bulgeways and slices under each end of them, and also with spurs, by which method it is impossible to launch any ship without *hogging*, and consequently injuring them more or less. To prevent ships from receiving such injury, in future, I would recommend that their keels be put on blocks of sufficient height, that the *ways* for launching them may be laid on a straight line, with a declivity of near an inch to a foot for large ships, and of a full inch to a foot, for the smaller class of ships; —to have bulgeways as usual, but fitted without either spurs or slices, as all King's ships are docked, after they are launched, to be coppered; a plank secured to the bottom at both ends of the bulgeways, to prevent the heads of the puppets from flying out, would be safer and much better than spurs:—in addition to the bulgeways, to have sliding planks, or ways in the middle line to receive the keel, from about fourteen feet afore the stern post, and to be continued as low down as the launch is laid for the bulgeways, and to be of such a height as that the *fore foot* may run safely over it, and of the same declivity as the sliding planks for the bulgeways. By this method, it would be impossible that any ship should receive the least damage in launching; for when the blocks are all split out from under the keel, the ship would be perfectly safe, and as well supported, all fore and aft, as when they were all under, and might remain in that state until the next spring tides, or longer, if it should be required by want of water or any other cause.

The mode of docking large ships at Portsmouth and the other naval yards, by heaving them an end on the blocks, with tackles, when there is not sufficient water to float them in; and also of raising them, with wedges and shores, in order to shift their keels, false keels, &c. when required, is certainly very absurd, and the more surprising that it should have continued to this time, when by taking a view of the docks, &c. on the various inland navigations in this country, they would, at once, point out a more rational, and much easier method of docking large ships, and raising them on blocks of sufficient height for shifting keels, or doing any repairs that may be wanted, without the least difficulty, by filling the docks with water, to any height required, by means of a reservoir sufficiently large for that purpose, which may always be supplied and kept full by a steam engine or otherwise, at a very small expence, and to the greatest advantage.

Had proper engineers been originally employed by Government, for the general construction of the docks in his Majesty's several yards, who had previously surveyed and taken plans of all the naval docks in Europe, I am clearly of opinion they would have been much better constructed, and at a considerable less expence.

QUESTION 33. Can you propose any better method of preserving ships, after they are built, than lying afloat at moorings?

ANSWER. See the answer to the first question.

QUESTION 34. Supposing an East India Ship to lie some years under cover, when building, and proper attention paid, in that time, to the seasoning of her frame and other timber, and leaving her tree-nail holes open, how long might such a ship last, either in years or voyages?

ANSWER. Ships built under such regulations may last from twelve to fifteen years, and perform six voyages with as small expence for repairs, as ships built in a short time, with green materials, will cost repairing for four voyages.

QUESTION 35. Can you suggest any means by which the consumption of oak timber may be lessened in ship building, or any improvement by which the duration of ships would be increased, and in which the expence would not exceed the value of the timber so saved?—If you can, be so good as to state it, or any other improvement whatever, in the construction or preservation of ships in general, that you may be able to suggest.

ANSWER. Never to have more than one year's consumption of timber in any of his Majesty's yards.

No rough timber should be kept in the weather longer than one year before it is converted; for timber laying in that state, exposed to wet and dry, receives more damage than is generally imagined.

All timber should be converted as soon as received into the yards, and afterwards should stand to season in the ship's frame, under a roof sufficiently large to cover the whole ship.

Timber should also be spread abroad as much as possible, in order to lay the moulds readily upon the most proper pieces, by which method a great saving of timber would be made in the conversion, and also be of great advantage, in point of strength, to the ships, as there would be no occasion to use any timber but what was of proper size and growth;—it would also save the expence of piling, unpiling, &c. as is practised in his Majesty's yards.

All timber designed for ships' frames, should be contracted for to be served into the yards ready converted to their respective moulds, and the ships to be put on the stocks and completely timbered within a certain time, and to have a shed built over them (to be included in the said contract), and to remain in that state to season during pleasure, or until wanted, when each ship should be completely finished by another contract. All the beams, knees, thick stuff, plank, &c. should be provided as soon as the ship is in frame, and placed under cover, so as to have the same seasoning. All thick stuff, plank, &c. that requires to be boiled in the kiln, if it was afterwards placed on racks and burnt, so as to exhaust the moisture occasioned by its being boiled, and also to bring it to its round, would be of great advantage to the ships.

Government should have twenty or thirty sail of line-of-battle ships, of seventy-four guns and upwards, constantly on the stocks (under proper cover) nearly finished, or in such state that they may be launched in a short time, on any emergency; and should have ships built for the Navy in private yards, in times of peace, &c. (as recommended in my first answer.)

I am of opinion that all the rough timber, now in his Majesty's several dock yards, should be immediately converted into ships' frames, and as many of them put on the stocks as all the timber in those yards will produce: but if there should not be a sufficient quantity to complete all the frames so put up, let contracts be made with timber merchants, or others, to complete the several frames, and to build a roof over each of them, including every expence attending the same. By this means a great part of that unnecessary stock of timber, now in the King's yards, would be preserved, except such as is already rotten or otherwise defective.

No ships should have what is called *thorough repairs* or *any* timbers shifted; but should have temporary slight repairs, with iron ryders, standards, &c. and to have new ships put on the stocks in their room, when necessary; as it is a well known fact, that many ships have *each* cost nearly as much repairing as *two* new ships, of the same dimensions and scantlings, would cost building: perhaps this has been done on an idea of saving timber, but certainly it is a great mistake.

In building ships, the plank of the bottoms, inside plank, &c. should be partially bolted on, and all the tree-nail holes to be bored through as soon as the plank is worked, but no tree-nails drove until the ship is nearly finished, or ready for caulking; also to have the tree-nails well seasoned before they are drove, and made of the best oak in the kingdom.

I am of opinion that all the ships of the present Navy are too short, from ten to thirty feet, according to their rates. If ships in future were to be built so much longer as to admit of an additional timber between every port, and if the foremost and aftermost gun ports were placed a greater distance from the extremities, they would be stronger and safer, have more room for fighting their guns, and, I am persuaded, would be found to answer every other purpose much better than the present ships of the Navy, and there would be no necessity of using long thick stuff and plank for a three-port shift in such ships, as a two-port shift would be quite sufficient.

The fore-masts of all the ships of the Navy are placed too far forward from four to six feet, the ships are too lofty abaft, and too low in midships; they would be much better and safer if their forecastles and quarter-decks were joined together; for, if they carry *two, three*, or *four* tier of guns *forward* and *abaft*, they certainly ought to carry the same in *midships*, as it is an absurdity, and also a great injury to any ship, to load the extremities with more weight of metal than the midships; and no ships, however small, that have forecastles and quarter-decks, should go to sea with deep waists; they certainly ought to have flush upper-decks.

Ships of the Navy are not sufficiently strong to carry the usual weight of metal; on the whole they have plenty of timber, but are every way deficient in iron to strengthen and connect the sides and beams together, so as to prevent their working in bad weather or long engagements, when they usually break many of the fore and aft bolts of the knees, and the ships spread, so as to leave the ends of the beams short of the sides: to prevent which, they should have iron hanging-knees (with a greater number of fore and aft bolts than is customary for the ships of the Navy) to all the beams in the ship; also iron standards; flayed to the decks (without shoals) between every port; and all the old ships of the present Navy should have iron instead of wood standards, and an additional iron hanging-knee under every beam in the ship, where there is not a standard; and also to have diagonal braces fixed to them, as after-mentioned and described in the annexed midship sections, Nos. 2 and 4.

All breast-hooks should be of iron (except the deck hooks); also all the crutches, wing-transom, and other transom-knees, and knees in general; as they are lighter, cheaper, and stronger than wood, and may be made to any size and length, so as to have any number of additional bolts.

All bolts of the knees, breast-hooks, and crutches, should be drove from the inside and clenched on the outside plank; and the bolts for all iron knees, standards, &c. to have collar heads.

I particularly recommend diagonal braces to be fixed from the keelson to the gun-deck clamps; six or eight pair of them, well secured at each end with iron knees and straps to all the ships in the Navy, would effectually prevent their straining and working in bad weather, in the manner they now do.

The bottoms of all ships in the Navy are much too thin: ships of seventy-four guns and upwards should have six-inch bottoms, and no ship's bottom ought to be less than four inches thick, and the edges should be rabbetted so as to require little or no caulking. See Sections Nos. 2 and 4.

The wales and inside stuff of those ships are much too thick, and is an unnecessary consumption of oak timber; as wales, &c. eight inches thick would be sufficient for the largest ships in the Navy.

The capstands throughout the Navy are fitted on a *bad* principle, as they require a much greater number of men than would be necessary if they were fixed with an iron axis or spindle, as certainly all capstands ought to be, and also with paul-heads and catch-pauls, to secure the whelps, and prevent the people from being thrown from the bars, which has frequently happened in the ships of the Navy, and many of their people have received much damage. This sort of capstand, with iron spindle, paul-head, and catch-pauls, has been in use on board all the East-India ships for a great number of years, and none of the spindles, or any other part of the capstand, have ever failed, nor has the least accident happened from them. Every capstand in the Navy may be altered to the same plan, at a very trifling expence, considering its great utility.

All ships' rudders should be short of the under-side of the keel, from eighteen inches to two feet, and should be hung in the centre, and have a round head to work in a circle, so as to require no rudder-coat; and those ships that have no round-house, their rudders should run up and steer with a yoke, abaft the rudder-head, above the upper deck.

Cables are in general very much injured by small ryding-bitts and cross-pieces; and more especially from the fore part of the bitts and after part of the cross-pieces not being made circular, or their edges rounded when new. Seventy-four gun ships' bitts and their cross-pieces are not more than twenty inches each, whereas those of the East-India ships are two feet; and the fore part of the bitts and the after part of the cross-pieces are so rounded, that the cables cannot be the least injured by them. Last year one East-India ship (the Woodford) had cast-iron rollers fitted to her bows, to ease the friction of her cables, in place of bolsters or naval hoods.

All scuppers should be of cast-iron, without having any lap on the deck or spirketting, as *they* cannot be *broke* by the working of the ship.

The heads and quarter galleries of all ships should be reduced, and also the great overhanging of the sterns.

If the foregoing were put into execution in ships of war, I am certain they would be *much stronger*, *safer*, and *more durable* than the present ships of his Majesty's Navy; and they would also be able to keep the seas for years without docking. I have no idea of a ship of war that is properly built *foundering*, or not keeping the seas in the *worst weather*.

The fewer ships that are built for the Navy, in future, not capable of mounting seventy-four guns and upwards, the better; as ships of sixty-four, fifty, and forty-four guns, also small frigates, sloops, &c. consume vast quantities of oak timber, are maintained at a great expence to the nation, and are by no means equally serviceable.

But I am of opinion (contrary to the ideas of some gentlemen), it would be for the interest of Government, and also of the East-India Company, if they were to have twenty sail of ships built for the China trade (*when new ships are wanted*) that may be capable of fighting sixty guns, with a cargo on board them. They might carry eighteen pounder guns on their middle-decks, and six or nine pounder guns on their upper decks; and, when deep loaded, would be able to keep their lower tier of ports open longer than any ships in his Majesty's Navy. Such ships being more defensible would require a less number of ships of war to protect them, which would save the vast expence of convoys, and of ships being stationed in India, &c. in time of war: it would also be a great saving of oak timber, as the swift decay of ships stationed in India is very evident, and is a matter that ought to be particularly attended to.

I am farther of opinion, that if the Company were to carry on their trade in general in large ships, they would not be so destructive to the growth of oak timber as small ships; for if two ships were to be built of six hundred tons each, and one of twelve hundred tons, it would be found that the former (two) had consumed near three-fourths more in number of oak trees than the latter; consequently the small ships would increase the consumption of young growing timber trees, and tend greatly to prevent the growth and supply of large timber.

I have found, on enquiry, that oak timber under forty-feet meetings has increased in price, since the year 1771, about fifteen shillings per load; whereas timber of sixty feet meetings has increased only five shillings per load, which is a proof there has been a greater demand for small timber than for large; and if the consumption of the former continues to be greater, it will (unless proper precautions are taken) ultimately cause a scarcity of the latter. But I am confident that more timber, large and small, may be saved, in future, in his Majesty's yards, and from what I have recommended respecting the royal forests,

&c. than will be required for the constant building and repairing a necessary number and tonnage of ships for the East India Company's service.

After taking care to plant and improve the King's forests and waste lands to the greatest advantage, I farther recommend that Government particularly attend to the ship-wrights in their own yards; for, at present, they are much too low in estimation, and too few in number; and if there is not a greater number brought up, and kept in the King's yards, it is probable the Navy, and of course the Nation, will receive a severe check, whenever there may be a necessity of fitting out a fleet on any emergency.

Their pay was probably settled at two shillings and one penny per day in Charles the Second's time, which is now as low as the pay of a common labourer in the merchants' builders yards in the River Thames, who are at no expence for tools, &c. This pay is certainly too low for any artificer that has served an apprenticeship, and particularly so for such a valuable body of mechanics as the shipwrights are to this nation; for if they are too few in numbers, *that* must greatly impede the equipment of a fleet, and increase the expence to the Nation, *far* above that of maintaining and keeping half as many more in his Majesty's yards, in time of peace, even if they were allowed half a-crown a day, which at this time is very moderate, and by no means in proportion to their pay at the time it was first settled. There are always many ways of employing shipwrights in the King's yards, if there should not be sufficient work for them in their own line to employ them; but no other mechanics can be substituted in *their* room, if there should be a deficiency in numbers of *them*.

And I further beg leave to observe, from the previous observations and recommendations herein contained, together with what was suggested by me on the same subject, and printed with the report of the Committee of the House of Commons in 1771, that Government have the power, not only to double the growth of oak timber in the forests and waste lands, but also greatly to reduce the consumption of timber for building and repairing the Navy. This, with the supply that may be obtained at very reasonable rates, from the usual annual falls of private gentlemen's timber, would (except from mismanagement) effectually prevent the want of that article for the Navy in future.

(*Signed*) GABL. SNODGRASS.

East-India House,
May 12, 1791.

MR. EDITOR, *Chelsea, 14th February,* 1801.

YOUR polite attention to my request of last month, encourages me to presume on a continuation of the account I wished thro' so favourable a channel to introduce to the public notice of the Properties and Construction of the Acorn Yacht, built in 1795; but I shall only intrude on your indulgence at present in stating her properties, and reserve for your further extent of it in the following month, the elements of her construction. Her properties established are:

1. The greatest stability possible.
2. Center of gravity and meta center.
3. Line of flotation.
4. Line of burthen.
5. Line of war.
6. Power of sails and ballast in perfect equilibrio.
7. Ships of the same class manœuvre alike, and carry their guns alike in action, Q. E. D.
8. Ease in the sea, and at anchor.
9. Carries an even keel, veers and stays quickly, and in very little room.
10. Maintains a constant proportion in tonnage, and thereby
11. Establishes the rationale of the divisor 94, of so much importance to the merchant, and to the customs, Q. E. D.
12. If launched on a Lee shore so as to clear her rudder, she will claw off in the teeth of the wind blowing dead home.

Of these I shall select only the 10th and 11th for present discussion, because they have been thought for these eight years last past, of so much importance as to merit the immense reward of 20l. and a silver medal; which, if adjudged to the following rationale by that renowned society of Nautical Philosophers, shall be applied to purchase a set of new sails for the Acorn Yacht; and, if you please, with the rest, you and I will try our hands at the Pigot Diamond. I am, Sir,

Your obedient Servant,
GEO. BURGHALL.

AS it has been a method in philosophy frequently practised with success, to show what a thing really is, by demonstrating what it is not, I have therefore made choice of it in this my endeavour to develope our grand and long deplored *Nautical, Architectural Mystery,* that of finding a ship's tonnage by the old fashioned divisor 94, or by a number very near it. The ancient and arbitrary process used by old Allingham, and quoted by Sutherland in his Quarto printed in 1711, is thus set forth;—Keel 94, beam 32, half beam or depth 16, multiplied together gives $\frac{48128}{94}=512$ tons; which term of 48128 according to our *numeration table*, we should call 481 hundreds of,—what you please; being as yet a numerator, without a denominator; call them therefore cubic feet, which the ship-carpenter would naturally suppose of oak, and having multiplied 48,128 by 58lb. the weight of a cubic foot of oak, he would find before him a term of $\frac{2791424}{2000}$ pounds, equal to 1395,762 tons, which most clearly is not the object sought for, because it is more than double the tonnage of 512 found as above by 94; and again if he multiplies the said solid 48128 by 62, 5lb. the weight of a cubic foot of sea water, he will find before him the term $\frac{2908000}{2000}$ or a solid nearly 3 times that of 512 so found as before, that is a solid weighing 1454 tons, exceeding also the first solid of oak by 58,238 tons;—so much therefore already for what we have not yet found. But if now we compare at once the respective dimensions and gravities of these two solid bodies of sea-water and oak, we shall in the first term, perceive them to be equal; and in the second term to be in equilibrio, except from a difference which is the 24th part of the weight of the solid of the oak, and the 25th part of that of sea-water, and is equal to 58,238 tons, for by so much the last exceeds the first in specific gravity; and that of course the first term now weighs nothing at all, which (notwithstanding the wonderful analogy between the number $\frac{625}{1,030,}$ $\frac{62,5}{100,}$ $\frac{58}{100}$) proves that the enquiry now before us is not hydrostatical as some may have been led to suppose in $62,5+31,25=93,75$ as being so like the divisor of 94, but is purely geometrical, as being descriptive at once of the external form and internal capacity of the ship, thereby reduced, from a prism to a semi-cylinder, which change of form, tho' instantly assumed by the water under her, does in no way alter their relative gravities, or the ships equilibrium; wherefore I repeat that the question now before us about a divisor is not hydrostatical but geometrical, and is solved only by stĕrĕŏmĕtry, notwithstanding this further seductive analogy between the two different methods, alike interesting to the natural philosopher and the geometer, because in terms appertaining to the province of each, viz. of number, weight and measure;—For as 95, 5 is to 104, 5 so is 58lb. oak to 63,4lb. sea-water, which exceeds the weight above used of 62,5lb. by a 70th part only, or 14,4oz. and points out a most beautiful because a very close analogy in the productions of nature, in that the sphere contained in a cube of 200lb. weight, would, when reduced to its own proper form, under an axis equal to a side of the cube, contain 104,5lb. and leave its complement of weight 95,5lb. as chips in the hands of the artificer who formed it. Hence Corallary, 1st. The weight of a cube to a sphere therein contained is as 200lb. to 104,5;

and the compliment of that sphere to its cube is 95,5 its divisor —the divisor here sought after. 2d. A sphere is to its cube nearly as sea-water to oak; and so conversely is that element's power to the body it sustains.

If, Mr. Editor, I should as yet have unfortunately failed in my first proposition, I must hope better success in the second, that is, conversely to prove what and whence is the true divisor for a ship's tonnage, and which (having rejected the hydrostatical genesis thereof) I have insisted to be purely geometrical, because every geometrical form of a midship-frame claims its appropriate divisor; for example, if it be a parallellogram, as of a river barge or punt, it exhibits itself at once *a complete figure* of known dimensions, and admits of no further operation by 94, or any other divisor to find its capacity.

If for example, a small barge, or punt, 24 feet long, 6 broad, and 2 deep, containing 288 cubic feet, be considered as a solid of oak, and multiplied by 58lb. its weight will be 8,352 tons, because its form and capacity remain unchanged, and that because the midship frame is a perfect parallellogram, and what the geometer calls a *complete figure*, in respect of which all other midship frames, of *whatsoever curve*, are called *deficient figures*, the *complement* whereof, to complete its respective *circumscribing parallellogram*, is the *divisor* for any ship's tonnage; a doctrine at once subversive (from its truth) of all fanciful or factitious curves, whilst it shows that neither the term 95,5 as a divisor, nor its supplement 104,5 can be applied to any inconstant form, or to any midship frame but what is strictly geometrical, and that the continuation of its use, therefore, in ships of such irregular and incongruous forms as are launched every day, is altogether absurd, because it is manifestly deceptious, if not fraudulent; and to the great loss and injury, as has been elsewhere observed, of the merchant and of the customs; of which, by comparison, take an example from ships of unlike dimensions and incongruous forms, and from the punt above, all measured by the *same old divisor* 94:—the punt which weighs and contains bonâ fide 8,352 tons as above, is now by the usual method $\overline{6+2+24}=\frac{288}{94}=3$ tons only, and for which only she would be charged customs, duties, and port charges, *merely because she is measured by the customary divisor of* 94, which does not belong at all to her, or to any others, I might say to very few vessels whatever.

I conclude therefore, Mr. Editor, with placing before you some analogies at once indicative of our geometrical form and geometrical divisor, viz. $\frac{5}{5236}=\frac{75}{7854}=\frac{3}{3,1416}=95,492.$

Q. E. D.

HISTORY AND TOPOGRAPHICAL DESCRIPTION OF SAINT HELENA.

ST. Helena was taken from the Dutch by Sir Richard Munden, and given by King Charles II. to the East India Company, whose property it has remained ever since. It is situated in 16 deg. south latitude, and 5 deg. 34 min. west longitude from London, in the midst of the vast southern ocean, and is the most distant island from the continent of any in the known world. The extreme length of St. Helena is not more than nine miles, and as its figure is nearly circular, the utmost of its circumference cannot be more than twenty-six or twenty-seven miles. It is thought strange by many that so small a spot should not be more frequently missed by ships bound to it, two only having done so in the memory of man; but the caution navigators usually take in approaching it, will account for their success. As all the East India ships touch here in their way home, they fall into its parallel of latitude, about fifty or sixty leagues eastward of it, lie by all night, for fear of running past, and when day appears, steer due west till they make land.

This happy island lies in a most temperate and agreeable climate, having the S. E. trade wind blowing the whole year. It is never exposed to the parching droughts, and rainy torrents of India, but frequently refreshed by light flying showers, which produce a quick vegetation, and continual verdure.

The environs of the island afford a dreary and most uncomfortable prospect from the sea, of high craggy rocks, many of the summits hiding themselves in the clouds, and many projecting over their bases. Such we are told was the celebrated island of Calypso, and if we did not know that Mons. Fenelon had never visited the southern hemisphere, we should be apt to think that part of his Telemachus a literal description of the island of St. Helena.

The only two landing places are at Rupert's and James's valleys. In Rupert's valley, towards the sea, stands a strong fort, well mounted with heavy cannon, but the valley is not habitable, because it has no water. In the entrance of James's valley stands James's fort, the residence of the Governor. This fort defends the valley by a very fine line of thirty-two pounders, and is flanked by a high inaccessible battery upon the rocks called Mundens, close under which all ships must pass that come to an anchor before the town. On each side of this valley is a row of very handsome sashed houses, which form a regular pretty street, and at the end is a pleasant walk of near a quarter of a mile in length, between a vista of trees, which are always green and blowing. On the left is an enclosed square of convenient buildings for the soldiery, and the walk terminates in an enclosure belonging to the Company, called the Maldivia gardens, in which are great numbers of plantain-trees and yambs.

The right side of the valley is entered by a high steep promontory called Ladder-hill, the height of which cannot be much less than 800 feet; however a winding road has been lately contrived to ascend it, which, though not without difficulty, is yet safe, having a wall on the side next the precipice, and the inhabitants of both sexes commonly ride up it on horseback.

Before this wall was built, an extraordinary accident happened to a Dutch sailor, the truth of which is attested by many people now living on the island. This man coming out of the country after it was dark, and being in liquor, mistook the path then in use, and turned to the left instead of the right. He continued his journey with great difficulty, till finding the descent no longer practicable, he took up his residence for the night where he was, in a small chink of the rock, and fell asleep. It was late in the morning when he awoke, and what were his horror and astonishment to find himself on the brink of a precipice an hundred fathoms deep! He attempted to return back, but found it impossible to climb the crags he had descended. After having passed several hours in this dreadful situation, he discovered some boys on the beach at the foot of the precipice bathing in the sea; hope of relief made him exert his voice to the utmost, but he had the mortification to find that the distance prevented his being heard. He then threw one of his shoes towards them, but it unfortunately fell without being perceived; he then threw the other, and was more fortunate, for it fell at the feet of one of the boys, who was coming out of the water. The youths looked up and with great astonishment saw the poor Dutchman waving his hat, and making other signs of distress. They made haste to the town, and relating what they had seen, great numbers of people ran to the heights above him, from whence they could see the man, but were all puzzled how to save him. At last, however, a coil of strong rope was procured, and one end being fastened above, the other was veered down over the place where he stood. The sailor instantly laid hold of it, and with an agility peculiar to people of his profession, in a little time gained the summit. As soon as he was safe, he produced an instance of provident thriftiness truly Dutch, by pulling out of his bosom a china bowl, which in all his drunkenness and distress he had taken care to preserve unbroken, choosing rather to part with his shoes than his bowl, though the bowl must have alarmed the children at once by its noise, and the shoes might have left him to starve if they had not fallen in sight.

On the left of the valley a handsome road, in which two carriages may pass abreast, forms the other avenue to the interior parts of the island. This passage, which has been made with great labour and difficulty, goes with an easy ascent traversely to the level above, where the prospect is infinitely grand and agreeable; from a sterile brown barren rock you view the most lively verdure in nature, beautiful lawns, with sheep and cattle feeding in different places, interspersed here and there with cottages, and little agreeable retreats. Some of the buildings are situated in the bottom of deep valleys, others on the sides of the slopes which form them, and others again on the level ground. Near each of them is generally a large inclosure which is laid out in gardens, and adorned with all the beautiful simplicity of pure nature. The view is terminated one way by a distant prospect of the sea, on another, by high rocks heaped, as it were, one on another to a stupendous height. The long wood, containing more than 1500 acres of ground, forms another point of view, and the prospect is rendered still more pleasing by a small meandering stream that falling from the heights into the valley, makes a delightful natural cascade; the whole far excels the celebrated valley called Arno's Vale in Italy.

The excellent temperature of the climate, and the richness of the soil, make the production of most European fruits and herbage very easy, but the cultivation of flowers is found more difficult; they seldom thrive here so well as in their native soil, except the rose, which grows here in surprising abundance, and forms in many places the most fragrant and beautiful hedges in nature.

The great quantity of fine pasturage diffused over the face of the whole island makes beef and mutton extremely plenty, another reason for which, is the quickness of their growth, the oxen being generally killed at two years and a half, or three years old, and are then nearly equal in size and goodness to English oxen of five years. This is a very advantageous article to the planters, who get considerable sums by breeding cattle, which they dispose of to the ships that touch here for refreshment.

About six miles from James's valley is a natural curiosity well worth the notice of the curious. This is a rock supported upon two others, which on being struck with a stone produces so sonorous a noise as to be heard near three miles off.

The number of soldiers upon the island is small, consisting but of four companies, which, with the artillery men, never amount to more than 400 men. This force is far from being sufficient for defence in case of an attack, but every man on the island (without exception) is trained to arms, and proper parties appointed to alarm-posts, which they occupy with the greatest alertness, whenever the customary signals are made for that purpose.

On the summit of one of the heights is built a convenient look-out house, which has two cannon near; when a ship is first descried the two guns are fired, this is called a single alarm; if two sails are seen, three guns are fired, which is a double alarm, immediately the drums beat to arms, and every body takes possession of the different posts assigned them. A gun more is fixed for each ship that is seen, till the number of five, which is the signal for a fleet. Every one remains under arms till the Governor is acquainted by the ship's boat who she is, and then the drums beating again, dismiss the people to their respective avocations.

All ships in approaching the island bring to, to windward, and send their barge ashore to the castle, with a mate to report their nation and business, and obtain the Governor's permission for anchoring there. Were this to be neglected, all the batteries would fire upon them in their approach, and it would be very difficult even for a number of men of war to force a passage.

James's fort is situated in the most leeward part of the island, so that ships in coming in are obliged to keep close under the land, by which means their decks are entirely exposed to the batteries above. Another disadvantage is that of eddy winds, calms, and violent gusts, which lay them almost on their broadsides; so that the natural strength of St. Helena is, alone, almost sufficient for her safety.

Though James's and Rupert's valleys are said to be the only landing-places upon the island, yet there is a small place called Sandy Bay, where boats in very smooth water might possibly land, but this is defended below by a battery of cannon, and by the heights overhead, from which a body of men, called the flying party, would, with small arms, and by rolling down large pieces of rocks, infallibly destroy any who had the temerity to make the attempt.

The manners of the inhabitants are such as poets have fabled of the golden age; they are to the last degree kind, and affectionate to one another, as well as extremely hospitable to strangers; detraction and envy are vices they have no idea of, and so little do they know of the litigious disputes and chicanery of the law, that some time since there was not a single person of that profession upon the island.

Questions of property are commonly determined by the Governor, who is considered as their common father. They are in general polite without grimace, honest without the affectation of it, and sincere in their professions of friendship. They seem to be very happy, because they think themselves so, and are perfectly sensible how valuable are the blessings they enjoy, of which they consider their Governor as the principal source.

Poetry.

LINES

Written on board a PRIVATEER *at Sea, to a* LADY *in Dorsetshire.*

IN quest of fortune on the faithless main,
Where life's whole comfort is the hope of gain,
By you inspired, I meaner aids refuse,
By you, at once my subject, and my muse;
'Mid noise and uproar I pursue my aim,
And teach the waves to murmur Delia's name.
Say, will those hours no more my wishes crown,
When pleasure fledg'd the wings of time with down?
When love, and friendship's milder pow'rs display'd
Their blended influence in the tuneful shade?
Calm and serene then past my joyful days,
And Delia's love was tun'd to doric lays;
How blest your poet, when, his skill to prove,
You smiling own'd his verse had power to move!
Now harsher sounds offend my tortur'd ear,
What most my soul abhors, condemn'd to hear,
Where'er I sick'ning turn my restless eyes,
Some hideous prospects constantly arise;
Above, reigns Tumult with her hundred hands,
And Uproar rises at her loud commands;
Below are beings of a different cast,
Whose rudeness only marks them from the last,
The steerage, frightful place! is their resort,
To eat, to sleep, to drink in, and to sport,
Here CALLUS sits, and sedulously rude,
Employs his wit to tell his heart is lewd;
Gorging fat pork, and swilling beverage stale,
In naked nature paints a smutty tale;
So odious he, and so obscenely gay,
That Impudence herself grows red, and runs away.
There BOLTSPRIT, slumb'ring o'er the drowsy lake,
Snores with more music, than he talks awake;
Till, by the shock of some unlook'd-for gale,
Or the shrill screaming of "a sail, a sail!"
Rous'd, he leaps forth, and feigning wild surprise,
First damns his soul, then rubs his half-shut eyes;
To hell and fury headlong sends the crew,
Then thunders out, "Pursue! pursue! pursue!"

In yonder corner, Maudlin takes his stand,
A can of bumbo smoaking in his hand;
Struck at the awful outcry, in a fright,
The tube he snatches that assists our sight;
And while he trembling dreads to view the truth,
Dreaming of drams, applies it to his mouth.
Soon as the dastard soul's convinc'd by fear,
That what we chase will prove a privateer,
To aid the sot to act a hero's part,
Again he drinks to fortify his heart.
Such my companions are! with such, the day,
Fruitless of pleasure, slowly moves away,
Till friendly night obscures them from my view—
How much unlike the days I lately knew.
Yet let not this afflict thy tender breast,
For still I'm happy, if I know you're blest;
Of all the hardships that my life pursue,
Perhaps the greatest is the want of you.
Thus much, at least, will surely gain belief,
That want alone increases every grief.
But the dark clouds that dull our present hours,
Will shortly melt, and fall in genial show'rs:
Beneath those show'rs shall rosy pleasure bloom,
To deck each brighter hour in days to come.
In sacred peace, once more I'll sing thy praise,
And Delia's love shall crown my votive lays.

* * *

ON A STORM.

'TIS bleak November's darkest hour,
The skies are all o'ercast;
And the sad Genius of the storm
Directs the coming blast.

And now along the naked heath
It rages unconfin'd;
And o'er the hill, and o'er the plain,
Loud howls the wintry wind.

The forest bare, and leafless grove,
Return the hollow sound;
The huge oak bends beneath the blast,
And thunders on the ground.

Now on the surface of the main,
What awful scenes appear;
Where the loud billow's deaf'ning sound
Strikes on th' astonish'd ear.

How shall the Muse unskill'd recount
The wonders of the deep,
Where far and wide the gathering storms,
In savage fury sweep.

Forc'd by the wind, the billows rise
O'er all the sounding shore,
The rocks and hollow caverns round,
Re-echo to the roar.

Dread tumult, and confusion reign
O'er the wild waves afar,
And Ocean feels through all his depths
The elemental war.

How hapless they, who at this hour,
Long harass'd on the main,
Struggle with ineffectual skill,
The wish'd-for port to gain.

Upborn on liquid mountains, now
The shatter'd bark is tost;
And soon in the abyss below,
She seems for ever lost.

While death, in all his ghastly forms,
Is seen in every wave;
The dreadful gulph that yawns beneath,
Unfolds a wat'ry grave.

Now, dash'd upon the faithless shore
By the rude tempest's force,
The hidden rocks, that lurk below,
Arrest the vessel's course.

Confusion, grief, and stern dismay,
Appal the trembling crew,
While naught around but dark despair,
Meets their distracted view.

And soon, all shudd'ring with amaze,
They see their bark divide,
And at a thousand gaping chinks,
Let in the foaming tide.

At length, of hope bereft, they meet
The horrors of their doom,
And in the caverns of the deep,
Sink in their destin'd tomb.

* * *

[The Naval Odes of DIBDIN have never been surpassed either in ancient or modern literature; they at once speak to the heart in a manner the most simple and persuasive. Like the Songs of the Bards, they should be deeply impressed on the memory of the rising generation; as having a powerful tendency to awaken a daring and heroic spirit in the mind of the young Mariner.]

To the irresolute, or desponding SEAMAN.

IF, bold and brave, thou can'st not bear
Thyself from all thou lov'st to tear;
If, while winds war, and billows roll,
A spark of fear invade thy soul;
If thou'rt appall'd when cannons roar,
I pr'ythee Messmate stay ashore.
There, like a lubber,
Whine and blubber,
Still for thy ease and safety busy;
Nor dare to come
Where honest Tom,
And Ned, and Nic,
And Ben and Phil,
And Jack and Dick,
And Bob and Bill,
All weathers sing, and drink the swizzy.

If, should'st thou lose a limb in fight,
She who made up thy heart's delight,
Poor recompence that thou art kind,
Shall prove inconstant as the wind;
If such hard fortune thou'st deplore,
I pr'ythee Messmate stay ashore.
There, like a lubber, &c.

If prisoner in a foreign land,
No friend, no money at command;
That man thou trusted had alone,
All knowledge of thee should disown;
If this should vex thee to the core,
I pr'ythee Messmate stay ashore.
There, like a lubber, &c.

Gazette Letters.

ADMIRALTY-OFFICE, JAN. 24.

Copy of a Letter from Rear-Admiral Duckworth, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Mr. Nepean, dated Leviathan, Martinique, 27th October, 1800.

SIR,

HAVING directed the Gipsey, of ten four-pounders and forty-two men, tender to the Leviathan, under the command of Lieutenant Coryndon Boger, to carry the Charlotte, merchant ship (in which my late Captain, Carpenter, took his passage) to the northward of the islands, I am to beg you will inform the Lords Commissioners of the Admiralty, that, on the 7th instant, in passing near Guadaloupe, on the above service, he chased and brought to action a French sloop of very superior magnitude, and manned with double his number of select troops of Guadaloupe. For the particulars of this very handsome contest I shall refer their Lordships to Lieutenant Boger's letter; but I should not do justice to his Majesty's service, from the knowledge I have of this valuable officer's character, and the unanimous voice of his crew, if I did not say his modest recital of his gallantry does him as much honour as the action itself; and I flatter myself he will be honoured by their Lordships' protection.

I have the honour to be, &c. &c. &c.

J. T. DUCKWORTH.

P.S. Since the concluding of the above, I find three more of the wounded have died.

SIR, *Gipsey, in St. John's Road, Oct. 8, 1800.*

I have the honour to acquaint you, that at eight A. M. off the north end of Guadaloupe, I chased and came up with an armed sloop; on firing a shot at her she hoisted French colours, and returned it: an action instantly commenced; we remained at very close quarters for an hour and an half, when finding that her musketry did us considerable damage, I hauled a little farther off, and kept up a sharp fire of round and grape; at half past ten, I had the satisfaction to see her strike. She proves to be Le Quiproquo, commanded by Tourpié, formerly a capitaine de frigate in the service of the King, and was charged with dispatches from Curacoa, bound to Guadaloupe; she mounts eight guns, six and nine-pounders, and had on board ninety-eight men, eighty of whom were Guadaloupe chasseurs and cannoneers. I am sorry to add that our loss is considerable, having had one killed and eleven wounded; among the latter I include Mr. Clarke and myself. Finding it necessary to get medical assistance as soon as possible, I put into this port, and have got all the wounded into an hospital. The loss on the side of the enemy was the Captain and four killed, and eleven wounded; both vessels have suffered much in their sails and rigging, but I am happy to say his Majesty's schooner has not suffered in her hull. I cannot omit, Sir, mentioning the great assistance I received from the Charlotte, merchant ship, under my convoy, both in securing the prisoners, and giving every assistance to the wounded that lay in their power. The petty officers and men you did me the honour to place under my command, behaved extremely well on the occasion. I am sorry to add, that two men have since died of their wounds.

I have the honour to be, &c. &c. &c.

Rear-Admiral Duckworth, &c. &c. CORYNDON BOGER.

ADMIRALTY-OFFICE, JAN. 31.

Copy of a Letter from Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 1st inst.

SIR,

I enclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have just received from Lieutenant Pearce, commanding the King George hired cutter, giving me an account of his having this morning captured the Flibustier cutter privateer. I am, Sir, &c.

SKEFF. LUTWIDGE.

SIR, *King George Hired Armed Cutter, Downs, Jan. 28, 1801.*

I have the pleasure to inform you, that about one o'clock this morning, I captured the French cutter privateer Le Flibustier, commanded by —— Deslouge, manned with sixteen men, and muskets and pistols. She had been out from Dunkirk two days, and had made no captures.

I have the honour to be, &c. &c.

Skeffington Lutwidge, Esq. Admiral of the Blue, &c. WILLIAM PEARCE.

Copy of a Letter from Captain John Giffard, commanding his Majesty's Ship Active, to Evan Nepean, Esq. dated at Sea, the 26th instant.

SIR,

His Majesty's ship under my command this morning captured the French cutter privateer Le Quinola, carrying fourteen guns, six and three-pounders, and forty-eight men, after a chase of two hours; she sailed from Morlaix yesterday morning, and had not made a capture.

I remain, Sir, &c. &c.

JOHN GIFFARD.

ADMIRALTY-OFFICE, FEB. 3.

Extract of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Torbay, the 31st inst.

I enclose a letter from Captain Ogilvy, of his Majesty's ship Magicienne, giving an account of the capture of the Huron French corvette, from the Isle of France, bound to Bourdeaux.

MY LORD, *Magicienne, Plymouth Sound, Jan. 31.*

Captain Halliday's letter will inform your Lordship of my having on the 20th instant, captured, in sight of the Doris, the French ship letter of marque Le Huron, from the Isle of France, bound to Bourdeaux, and of his directing me to see her into Plymouth; I now beg leave to acquaint your Lordship of my arrival with her; she is a remarkably fine ship, sails well, is pierced for twenty guns, had eighteen mounted, but threw them all overboard, except four, during the chase; I think her a vessel well calculated for his Majesty's service; the cargo is of great value, and consists of ivory, cochineal, indigo, tea, sugar, pepper, cinnamon, ebony, &c.

I have the honour to be, &c.

W. OGILVY.

ADMIRALTY-OFFICE, FEB. 7.

Extract of a Letter from the Earl of St. Vincent, K. B. to Evan Nepean, Esq. dated in Torbay, the 2d instant.

I enclose, for their Lordships' information, a letter which I have received from Captain Lukin, of his Majesty's ship Thames, informing me of the capture of L'Aurora French National corvette, of sixteen guns, charged with dispatches from the Mauritius, and a letter from Captain Halliday, of the Doris, giving an account of the capture of the brig La Favourite.

MY LORD, *Thames, at Sea, Jan.* 19, 1801.

I have the honour to acquaint your Lordship, that on the 18th inst. his Majesty's ship I commanded captured the French National ship corvette l'Aurore, of sixteen guns, commanded by Charles Girault, Lieutenant de Vaisseaux: she was from the Mauritius, having on board the aid-de-camp to the Governor of that place, charged with dispatches to the French Government.

Admiral the Earl of St. Vincent, K. B. W. LUKIN.

MY LORD, *Doris, Jan.* 23, 1801.

Since the evening of the 20th, when I had the honour of communicating to your Lordship the fortunate capture we had made of the French ship Le Huron, I have been cruising agreeably to my order, and have this morning captured the French brig La Favourite, from L'Orient, bound to Bourdeaux, laden with staves, copper, and hides.

Earl of St. Vincent, K. B. JOHN HALLIDAY.

Copy of a Letter from Vice-Admiral Lord Hugh Seymour, Commander in Chief at Jamaica, to Evan Nepean, Esq. dated the 21st December 1800.

I beg you will lay before the Lords Commissioners of the Admiralty, the enclosed copy of a letter which I yesterday received from Captain Halkett, of his Majesty's ship Apollo.

H. SEYMOUR.

MY LORD, *His Majesty's ship Apollo, Dec.* 1800.

At noon, on the 10th ult. in the gulf of Mexico, in latitude 21 deg. north, we gave chase to a xebec to windward of us, but soon after discovering a brig directly in the wind's eye, we chased her, and at two in the morning got up and took possession of the Resolution Spanish sloop of war of eighteen guns and 149 men, commanded by Don Francisco Oarrichena (formerly the Resolution cutter in the British navy); she sailed from Vera Cruz three days before.

As soon as her crew were removed to this ship, we made all sail, and an hour after day-break got sight again of the xebec, and captured her at three o'clock in the afternoon; she is from Vera Cruz, and was bound to the Havannah.

The Resolution was in general towed by us until the 27th ult, when her main-mast went by the board; an attempt was made to refit her, but her rigging and sails being perfectly rotten, and every thing belonging to her in such a miserable condition, it was necessary to destroy her.

On the 7th instant, off Porcillo, in the island of Cuba, we recaptured the schooner St. Joseph.

Right Hon. Lord Hugh Seymour, &c. P. HALKETT.

Copy of a Letter from the Earl of St. Vincent, K. B. to Evan Nepean, Esq. dated Torbay, the 3d instant.

SIR,

I herewith transmit a letter from Captain King, of his Majesty's ship Sirius, giving an account of the capture of the Charlotta Spanish letter of marque. ST. VINCENT.

MY LORD, *Sirius, off Cape Belem, Jan.* 28, 1801.

I beg leave to inform your Lordship, his Majesty's ship Sirius, under my command, in company with his Majesty's ship Amethyst, captured the Spanish letter of marque Charlotta, from Ferrol bound to Curacoa, out of Ferrol only sixteen hours, Cape Belem bearing S. by W. six or seven leagues.

Earl of St. Vincent, K. B. RD. KING.

ADMIRALTY-OFFICE, FEB. 10.

Extract of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Torbay, the 3d instant.

SIR,

His Majesty's ship Oiseau is this instant arrived, and I enclose a letter from Captain Linzee, giving an account of the capture of La Dedaigneuse French frigate.

MY LORD, *His Majesty's ship L'Oiseau, Torbay, Feb. 3, 1801.*

I have the honour to acquaint your Lordship, that on Monday the 26th of January, at eight A. M. in lat. 45. deg. north, long. 12 deg. west, I fell in with the French national frigate La Dedaigneuse, of 36 guns, and 300 men, with dispatches from Cayenne for Rochfort, and chased her until noon the following day; when I discovered his Majesty's ships Sirius and Amethyst, off Cape Finisterre, whose Captains I directed by signal to chase, and continued in pursuit of the enemy until two o'clock on Wednesday morning; being within musket-shot, she opened her fire on the Sirius and Oiseau, which was immediately returned, and surrendered to the above ships after an action of forty-five minutes, distant from the shore, near Cape Belem, about two miles; her running rigging and sails were cut to pieces; several men killed, and seventeen wounded, amongst the latter were the Captain and Fifth Lieutenant. My warmest thanks are due to Captains King and Cooke for their exertions, but particularly to the former, as from the Sirius's steady and well-directed fire, the enemy received considerable damage; the Amethyst, from unfavourable winds, was unable to get up until she had struck. I am happy to say, notwithstanding the gallant resistance made by the Dedaigneuse, neither of the ships lost a man; the Sirius's rigging and sails were a little damaged, her main-yard and bowsprit slightly wounded. I cannot conclude without expressing my approbation of the Officers and company of his Majesty's ship under my command, and in justice to them, must add, their anxiety to close with the enemy, on first discovering her, was equal to what it was on becoming so superior; and must further beg to acknowledge the very great assistance I received from Mr. H. Lloyd, my First Lieutenant, during a long and anxious chase of forty-two hours; I trust your Lordship will be pleased to recommend him to the Lords Commissioners of the Admiralty, as a most valuable Officer, and deserving of their attention; on this account most sincerely do I lament the baffling winds that prevented my bringing the enemy to action on the preceding day, which I was several times in expectation of doing. La Dedaigneuse is a perfectly new frigate, copper fastened, and sails well, twenty-eight twelve-pounders on her main-deck, and pierced for forty guns. I have given the prize in charge of my First Lieutenant, with directions to proceed to Plymouth; and have also to acquaint your Lordship of my having detained, on the 1st instant, the Swedish ship Hoffnung, from Valentia, bound to Altona, laden with brandy, burthen 260 tons.

I have the honour to be, &c. &c.

The Earl of St. Vincent, K. B. S. H. LINZEE,
&c. &c. &c.

STATE PAPERS

RELATIVE TO THE NORTHERN CONFEDERACY.

THE following is an authentic copy of the Treaty of Confederacy between RUSSIA and SWEDEN—DENMARK is not mentioned. The stipulations of the different articles, it will be seen, are decidedly hostile to the MARITIME INTERESTS of this Country, and prove, of course, a sufficient justification of the measures lately adopted by our Government to maintain the Naval Superiority of Great Britain. We have so frequently, through the progress of this Work, had occasion to call the attention of our Readers * to the particular circumstances and probable effects of this Confederacy, that at present it is only necessary to advise them to a perusal of the several articles in the annexed paper. The Treaty was signed at *Petersburgh* on the 16th of December by Russia and Sweden, though there is no doubt of its having since received the signature of Denmark.

CONVENTION

For the Re-establishment of an ARMED NEUTRALITY, *between his Majesty the King of* SWEDEN, *on the one part, and his Majesty the Emperor of all the* RUSSIAS, *on the other part, concluded and signed at St. Petersburgh, the 4th* (*16th of December*), 1800, *accepted and ratified by his Swedish Majesty on the 20th December, and by his Imperial Majesty of all the Russias on the 8th* (*20th December*) *in the same year.*

In the name of the Most Holy and Undivided Trinity.

IN order that the freedom of navigation, and the security of the merchandize of the Neutral Powers, may be established, and the principles of the laws of nations be fully ascertained, during the continuance of the present maritime war, his Majesty the King of Sweden and his Majesty the Emperor of all the Russias, actuated by their love of justice, and by a reciprocal desire to promote whatever may be for the public advantage of their respective States, have to that effect determined to give a new sanction to those principles of their Neutrality, which are in their nature indissoluble, and require that it may be respected by all the Powers interested in their preservation. With this view their Majesties have, by their declaration of the 15th August to the Northern Courts, who are equally concerned in the maintenance of those general regulations anciently recognized, given them to understand how sincerely it is the object of their hearts to restore, in its full independence, the right of all nations to convoy their ships and merchandize freely, and without being subject to the controul of the Powers at war. His Swedish Majesty imparted his wishes and his sentiments to his great Allies, and an happy conformity of their mutual interests has induced them to adopt the resolution of re-establishing that system of an Armed Neutrality which was attended with such advantages during the American war, and to renew its beneficial principles in a Convention adapted to the present circumstances. To this end his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, have nominated their Plenipotentiaries; who, after exchanging their respective full powers, have agreed upon the following articles:—

ART. I. His Majesty the King of Sweden, and his Majesty the Emperor of all the Russias, declare, that they will strictly prohibit the exportation of contraband merchandize on the part of their subjects with every Power whatever, whether at present engaged in war, or which may hereafter be engaged in war.

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* See vol. iv. pages 499. 509.—Present vol. pages 73, 74.

II. In order to prevent all doubts and misunderstandings as to what shall be considered contraband, his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, declare, that they will acknowledge the following articles as contraband, namely, cannons, mortars, fire-arms, balls, flints, flint stones, matches, gunpowder, saltpetre, sulphur, helmets, pikes, swords, hangers, cartridge boxes, saddles and bridles, with the exception of such a quantity of the above articles as may be necessary for the defence of the ships and their crew; all other articles not herein enumerated, shall not be considered as war or naval stores, they shall not be subject to confiscation, but shall pass free and without restraint. It is also hereby agreed, that the present Article shall be without prejudice to the particular stipulations of former treaties with the Powers at war, by virtue of which, the things above mentioned are allowed or prohibited.

III. And whereas it is resolved, That whatever, by virtue of the foregoing article, can be deemed contraband, shall be excluded from the commerce of neutral nations; in like manner, his Majesty, the King of Sweden, and his Imperial Majesty of all the Russias, will and determine, that all other merchandize shall be and remain free; and in order that the general principles of the laws of nature, of which the freedom of trade and navigation, as well as the rights of neutral nations, are the immediate consequence, may be placed under a competent and sure safeguard, they have resolved no longer to delay that voluntary explanation from which they have hitherto been restrained by motives of their separate and temporary interests. With this view, they have hereby determined,

1. That every ship may freely navigate from one harbour to another, and on the coasts of the belligerent Nations.

2. That the effects which belong to the subjects of the Belligerent Powers in neutral ships, with the exception of contraband goods, shall be free.

3. That in order to determine what shall be considered as a blockaded harbour, such denomination shall be admitted to apply only where the disposition and number of the ships of the Power by which it is invested, shall be such as to render it apparently hazardous to enter, and that every ship which shall go into a blockaded harbour, that is evidently so blockaded, violates the present Convention, as much as if the Commander of the blockade had previously advised it of the state of the harbour, and it had nevertheless endeavoured by force or artifice, to obtain admission.

4. That with regard to neutral ships, except those which for just reasons, and upon evident grounds, shall be detained, sentence shall be pronounced without delay; the proceedings against them shall be uniform, prompt, and lawful. Over and above the indemnity to which they shall be intitled for the damage they shall have sustained, complete satisfaction shall be given for the insult committed against the flag of their Majesties.

5. That the declaration of the officers who shall command the ship of war, or ships of war, of the King or Emperor, which shall be convoying one or more merchant ships, that the convoy has no contraband goods on board, shall be sufficient; and that no search of his ship, or the other ships of the convoy, shall be permitted. And the better to insure respect to those principles, and the stipulations founded upon them, which their disinterested wishes to preserve the imprescriptable rights of neutral Nations have suggested, the high contracting parties, to prove their sincerity and justice, will give the strictest orders to their Captains, as well of their ships of war as of their merchant ships, to load no part of their ships, or secretly to have on board any articles, which, by virtue of the present Convention, may be considered as contraband; and for the more completely carrying into execution this command, they will respectively take care to give directions to their Courts of Admiralty to publish it wherever they shall think it necessary, and to this end the regulation which shall contain this prohibition, under the several penalties, shall be printed at the end of the present act, that no one may plead ignorance.

IV. In order to place the commerce of their subjects upon the most legal and permanent basis, his Majesty the King of Sweden, and his Majesty the Emperor of all the Russias, have deemed it expedient to equip a number of ships of war and frigates, which shall be charged to see that object obtained, and the squadrons of each Power shall take those stations, and protect those convoys, which their commerce and their navigation may require, and who shall be conformable to the course of trade of each nation.

V. To provide against all inconveniences which may proceed from any nation abusing the privilege of their flag, it is established as a regulation not to be departed from, that every transport, be it whose it may, belonging to the country whose flag it bears, shall have on board a Captain, and the half of the crew composed of the subjects of that country, and the passports shall be drawn up in due and regular form. Every transport which shall not observe these regulations, or shall violate the command printed at the end of this present convention, shall forfeit all right to the protection of the contracting parties, and the Government to which it may belong shall alone be responsible for all the loss, damage, or inconvenience it may sustain.

VI. Should it nevertheless happen that the merchant ships of one of the Powers should find itself in a situation where the ships of war of that nation are not stationed, and where they cannot have the protection of their own convoys, in such case the commandant of the ship of war of the other Power, if it shall be required, shall duly and faithfully afford such assistance as may be necessary. The ships of war and frigates of other nations shall afford protection and assistance to the merchant vessels of the other, provided in the mean time that the vessel requiring such assistance shall not have violated the principles of the neutrality, by having carried on any illicit commerce.

VII. This convention shall have no retrospective operation, and consequently it shall have no reference to any differences that existed previous to its conclusion. Its application shall only be to future acts of violence and aggression, and it shall form the basis of a system for the protection of all the neutral nations of Europe, whose rights may hereafter be denied or violated.

VIII. Should it, notwithstanding all the possible care of the Powers, and notwithstanding the observance of the most perfect neutrality on their sides, so happen that the merchant ships of his Majesty the King of Sweden, or of his Imperial Majesty of all the Russias, should be insulted, plundered, or taken by the ships of war or privateers of one or other of the Belligerent Powers, the Minister of the injured party shall forthwith represent the same to the Government whose ship of war or privateer shall have committed such act of violence, he shall reclaim the captured vessel, demand due satisfaction, and by no means lose sight of the insult offered to the flag. The ministers of the other contracting Power shall also enforce the complaint in the most energetic and determined manner possible, and they shall generally and uniformly act in concert together. Should their just complaint meet with no redress, or should it be postponed from time to time, then shall their Majesties have recourse to reprisals against such Power as shall have refused to do justice; and they shall, by every possible means, give effect to such reprisals.

IX. Should it happen that one of the other two Powers, or both, on account of, or from dislike to the present Convention, or any circumstance connected with it, should be disquieted, molested, or attacked; in such case, it is agreed, that the two Powers shall make it a common cause, mutually to defend each other; and that they shall reciprocally employ every exertion to obtain full and complete satisfaction, as well for the insult done to their flag as the injury sustained by their subjects.

X. The principles and regulations stipulated and settled by this present act, shall apply to every maritime war by which Europe may unhappily be disquieted. These stipulations shall also be considered as perpetual, and upon all occasions shall be appealed to by the Contracting Powers for the regulation of their commerce and navigation, and for the maintenance of the rights of Neutral Nations.

XI. As the object and main consideration of this Convention is to assure the general freedom of commerce and navigation, his Majesty the King of Sweden, and his Imperial Majesty of all the Russias, hereby agree, and bind themselves to each other, to give their consent that other Neutral Powers may become parties to it, adopt its principles, conform to its obligations, and partake of its advantages.

XII. In order that the Belligerent Powers may not have to plead ignorance of the arrangements concluded between their sacred Majesties, information shall be given to such Belligerent Powers of the regulations they have determined upon, which are so *little of an hostile nature*, that they can be detrimental to no other country whatever; but, on the contrary, are only calculated to secure the commerce and navigation of their respective subjects.

XIII. The present Convention shall be ratified by the two Contracting Parties, and the ratification shall be exchanged, in due and good form, within six weeks, or sooner, if possible, from the day of signing it.

In testimony of the same, we, the undersigned, furnished with full powers, have hereunto signed our names, and affixed our seals.

Given at St. Petersburgh, the 4-16th of December, 1800.

(Signed) Count VON STEDINCK,
Count VON KOSTOPSIN.

[Here follows the ratification of their Swedish and Imperial Majesties, countersigned by Joh. Christ de Toll, and Count Kostopsin. The following is the Regulation referred to in the Convention.]

REGULATION

Alluded to in the NORTHERN CONVENTION, *as published by the King of* SWEDEN.

Stockholm, Feb 3.

THE preamble states the necessity of rendering the rights of commerce clear and explicit. For this effect, in order to secure the protection of the Government, the commerce of Sweden must observe the following requisites :—

1. IN order that a ship be entitled to be considered as a Swede, she must be built in Sweden, or the provinces under her dominion; or shipwrecked on the Swedish coast, and there sold or bought in a foreign country by a legal and authentic contract. If such purchase is made in a country threatened with war, it shall be considered as lawful as soon as three months have elapsed before its actually breaking out. Every ship purchased must be naturalized. As, however, the naturalization of ships bought in a foreign country, and afterwards taken by a cruiser belonging to any of the Belligerent Powers, may frequently produce disagreeable explanations in the sequel, it is hereby declared, that in time of war ships shall not be allowed to be naturalized, which have formerly been the property of the Belligerents, or their subjects; nevertheless, with the exception of all ships that were naturalized before the present regulation was adopted, which shall enjoy all the rights which are connected with the character of neutrals and Swedes.

2. The Captain of the ship must be provided with all papers requisite and proper for the security of his voyage. Of this kind are (in case the ship goes through the Sound), a certificate of the place where the vessel was built, an invoice, letters showing the cargo not contraband, Turkish and Latin passports, a certificate by the magistrate of the place, a pass for the crew, a copy of the oath for the owner, a charter-party with the subscription of the freighter, the captain, and the person freighting the vessel, a manifest with the like subscriptions, containing a list of the different articles of the lading, and the conditions of the intended voyage, and a bill of health, where the same is necessary. If the voyage be merely to the ports of the Baltic, or the Sound, the Turkish and Latin passes are not necessary; but the captain must have all the other papers enumerated, without exception.

3. All these documents must be made out and delivered in a Swedish port, unless when a ship has lost her papers by accident, or where they have been forcibly taken away, in which case these documents may be renewed in a foreign port, if the captain, immediately on his arrival, takes the precaution to exhibit an authentic and properly certified declaration by which the accident is proved, or the grounds stated on which he desires the renewal.

4. The captain is prohibited to have false acts or certificates, or duplicates thereof. He is likewise prohibited to make use of a foreign flag.

5. It is required that the captain and half of the crew shall be Swedish subjects

6. Captains going to the main ocean shall be bound to follow the course pointed out in their instructions, and agreeably to the contents of their certification.

7. Ships destined for the ports of a Belligerent Power, must, with the utmost care, and under the severest penalties, avoid carrying any contraband commodities. To prevent all doubt or misunderstanding respecting what is contraband, it is agreed that the following goods shall be considered contraband (The remainder of this article is a transcript of the second article in the preceding Convention).

8. All Swedish subjects are prohibited to fit out privateers against the Belligerents, their subjects and property.

9. A Swedish ship cannot be employed by a Belligerent Power to transport troops, arms, or any warlike implements. Should any captain be compelled to do so by superior force, he is bound at least to exhibit a formal protest against such violence.

10. When a merchant ship is not under convoy, and happens to be brought to by a ship of war or privateer belonging to any of the Belligerents, the captain shall not, in that case, oppose the searching of his vessel, but be bound faithfully to shew all acts and documents which relate to her cargo. The captain and his people are strictly prohibited to keep back or destroy any of their papers.

11. If, however, such ship makes part of a convoy, the foregoing article shall not serve as the rule, but the captain's duty consists in punctually obeying the signals of the Commodore of the convoy, for which purpose therefore he shall separate as little as possible from the convoy.

12. All captains are expressly forbidden to attempt going into a blockaded port as soon as they are formally apprized by the officer commanding the blockade. In order to ascertain what a blockaded harbour is, this appellation is confined to those to which, by the exertions of the blockading power, with ships destined and adequate to the object, it is evidently dangerous to attempt running in.

13. In case a Swedish merchant ship is captured by a ship of war or privateer of any of the Belligerents, the captain shall immediately transmit a circumstantial account, and duly explained, to the Swedish Consul or Vice-Consul of the place to which the ship is taken; and should there be no Consul or Vice-Consul there, he shall transmit a memorial to the Swedish Consul of the district to which the place into which his ship is taken belongs.

14. Every captain of a Swedish merchantman, who strictly observes the above regulations and orders, shall enjoy a free voyage, protected by the laws of nations and the provision of treaties; and to this end, all public Agents and Swedish Consuls are required, in case of attack or insult, to give their support to the just and well-founded complaints, on the subject. But those who in any point whatever neglect or violate their orders, must answer for the consequences of their conduct, without relying upon the protection of his Majesty.

15. By the contents of a recent order, his Majesty has prohibited the privateers of a foreign nation to enter, or bring their prizes into the ports of his kingdom, except in case of their being driven in by stress of weather. In this case it is expressly prohibited to all whatsoever to buy the prizes, or any of the effects, which the privateers have taken.

To which end, publication, &c.

Given at St. Petersburgh, 23d December, 1800.

(Signed) GUSTAVUS ADOLPHUS.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR FEBRUARY 1801.

OWING to those operations of nature which have, before, been particularly pointed out by us, as the cause of no material naval occurrence taking place, history must still continue in very great measure dull and uninteresting. Britain, nevertheless, may console herself on experimentally finding that scarcely the most inferior vessel belonging to her multiplied enemies, can quit their ports without falling into her possession.

A squadron of no inconsiderable force has, indeed, contrived to make its escape from the harbour of Brest, notwithstanding the hawk-eyed vigilance of the British Commanders who watched the entrance of that port. If, however, the enemy have contrived, shrouded under the friendly cover of the night, or enveloped in a mist, to escape from their prison unobserved, Britain, possessed of the means of hunting them into the most distant quarters of the world, and exercising those means with the utmost energy, has the consolation of reflecting, that although the temporary escape of marauders from the place of their confinement may be productive of a short uneasiness, or even slight injury, to a defenceless territory, yet the punishment inevitably ensuing the knowledge of the quarter plundered, will, perhaps, more than compensate for the injury effected, and at all events procure a sufficient public atonement for it.

The Stockholm Gazette of the 3d instant, contains the Convention for the re-establishment of an Armed Neutrality, to which is added a species of manifesto or remonstrance against the embargo laid on Swedish vessels by the British Government; the tenor of the latter paper is moderate, and the terms of the Treaty itself very trivially, if at all varying from that proposed in the former war between the same Powers. The winter season totally precludes all possibility of commencing hostilities in so northern a climate; a perfect state of quietude still continues to reign with respect to action itself.

Such are the occurrences of the preceding month, which are to be ranked of a warlike, or, as the common term is, of a military nature. Those of the civil department have been considerably more striking; an almost complete change has very suddenly, and, we believe, totally unexpectedly, taken place at the Admiralty Board. The noble Earl, under whose guidance the British Navy has certainly, and we feel ourselves justified in the assertion, without fearing the imputation of flattery to the late, or severe animadversions on the preceding administrations, obtained a celebrity which it never before reached, and effected more brilliant services than the history of the whole world can bring into competition with them, has, with many of those noble and honourable persons who so long and so happily acted with him, retired from the public service. Situated as we are, and patronized as we have been, it would savour too much of servile adulation were we even to give that plain detail of the advantages which his countrymen certainly owe to the exertions of his Lordship. They are too deeply graven on the hearts of his fellow-subjects to render encomium, or even recital, necessary.

Having said thus much, the short remainder of the remark might naturally have been concluded to have been cloudy and affecting. Happily, however, for Britain, this is by no means the case. His successor the noble Earl St. Vincent, who with a force scarcely equal to half that of his antagonists, drove in dismay to their own harbours the fleet of Spain, which had put to sea in the proudest hope of triumph *; who, after capturing some of the finest ships which composed it, confined its remains, though still nearly doubling his own force, to the harbour of Cadiz for more than two years; who, by his judicious arrangements, rendered Britain triumphant in every quarter, whither his power could reach; such a man succeeding to the direction of a service, one department of which he has so long and so ably conducted, can afford no other ground for sorrow than that which is naturally excited by the grief for the departure of one friend, though he be immediately succeeded by the arrival of another equally beloved.

The noble Earl St. Vincent having before his eyes the example of those services effected under the administration of his equally noble predecessor, will, we firmly trust, in no degree relax from those diligently energetic measures which have hitherto proved so successful. To a thorough knowledge of his profession, he unites, as he has practically convinced his countrymen, a consummate share of ability; and we trust we shall not improperly assume, in thinking it to be the opinion even of the noble Earl to whom he has succeeded, warm as he is in the service of his country, that the administration of the marine department could not have been confided to abler, to more active, or to honester hands.

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Letters from the Continent, dated STOCKHOLM, *Feb.* 3, *state*, That in consequence of the intelligence of an embargo laid upon our shipping in England, his Majesty, by a decree of Council, directed to the College of Commerce, has forbidden the sailing of any ships for England, until the English Government, informed of the friendly views of his Majesty, shall have restored to the Swedish commerce its former security. The bitterness which this intelligence has excited throughout all Sweden against the English Government, is not to be described. Of 440 ships which are now abroad, it is reckoned that nearly 200 are in English harbours. Yesterday the High Admiral Count Wachtmeister, and the Naval Minister, Admiral Constadt, set out upon a survey of all the harbours in the kingdom.

Hamburgh, Feb. 13.—Batteries are now erecting at Heligoland. At Bremerlhee, where hitherto there has been no garrison, Hanoverian troops have arrived, as well as at the neighbouring places. In the last year 841 ships arrived at Petersburgh, of which 444 were English, 84 Danish, seventy-seven Lubeckers, sixty-nine Prussian, fifty-one Swedish, thirty-four Rastockers, twenty-four American, twenty-one Russian, seven Dantzickers, eight from Bremen, six from Oldenburgh, four from Papenburgh, three from Portugal, and one from Hamburgh —742 returned.

Elsineur, Feb. 7—According to letters from Christiansand, two English frigates have been seen cruising off the coast. Yesterday two vessels arrived here with ammunition for the fortress of Kronenburg. We have some hopes that the Danish ships in England will be released. On the other hand, it is said, that the breach between the two Powers will proceed.

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* *For the Biographical Memoirs of his Lordship, see vol. iv. page* 1.

NAVAL ENGAGEMENT.

OUR readers should be informed, that the loyal Province of *Nova Scotia*, (America) having suffered most severely in the early part of the war, from the cruisers of the enemy, fitted out a number of privateers, in order to retaliate on, and to extort compensation from the foe. Within these four years, twelve or fifteen private ships of war have been fitted out by the Nova Scotians, and of this number *one half* are owned by the little village of Liverpool, which boasts the honour of having launched the Brig Rover, the hero of our present relation.

We have been favoured with the following extract of a letter, dated Liverpool, October 17, from Captain GODFREY, of the armed brig *Rover*, which contains a very modest relation of a gallant action, that reflects the highest honour on Captain Godfrey, and the brave men under his command.

"The brig Rover, mounting 14 four pounders, was the present year built and fitted for war at Liverpool in this province; she sailed under my command the 4th of June last on a cruise against the enemies of Great Britain, being commissioned by his Excellency Sir John Wentworth, Bart. Our crew consisted of 55 men and boys, including myself and officers, and was principally composed of fishermen.

"On the 17th of the same month, in the latitude of 23 N. and longitude 54 W. we fell in with six sail of vessels, whom we soon discovered to be enemies, one being a ship with four brigs and a schooner; the schooner showed 16 guns, one of the brigs 16 guns, and another six guns: these six vessels drew up close together, apparently with an intention of engaging us. On consulting with my ship's company, we determined to bear down and attack them, but so soon as the enemy perceived our intentions, they by signal from the schooner dispersed, each taking a different course, before we got within gun-shot of them. After a few hours chace we took possession of the ship and one of the brigs; the ship proved an American bound from the South Seas, laden with oil, and the brig an American, laden with wine, from Madeira; from them we learned that they had been captured some short time before by a French privateer, which was the schooner in company; that she mounted sixteen guns, two of which were nine-pounders, and the rest sixes, and carried 155 men; and that the other three were American vessels which she had taken, one of which was from the East Indies. Night coming on we were prevented from taking any more of them. On the 10th of September, being cruising near to Cape Blanco, on the Spanish Main, we chased a Spanish schooner on shore, and destroyed her. Being close in with the land and becalmed, we discovered a schooner and three gun-boats under Spanish colours making for us; a light breeze springing up we were enabled to get clear of the land, when it fell calm, which enabled the schooner and gun-boats, by the help of a number of oars, to gain fast upon us, keeping up at the same time a constant fire from their bow guns, which we returned with two guns pointed from our stern; one of the gun-boats did not advance to attack us. As the enemy drew near we engaged them with musquets and pistols, keeping with oars the stern of the Rover towards them, and having all our guns well loaded with great and small shot, ready against we should come to close quarters. When we heard the Commander of the schooner give orders to the two gun boats to board us, I waited to see how they meant to attack us, and finding the schooner intended to board us on our starboard quarter, one of the gun-boats on our larboard bow, and the other on our larboard waist, I suffered them to advance in that position until they came within about fifteen yards, still firing on them with small arms and the stern guns; I then manned the oars on the larboard side, and pulled the Rover round so as to bring her starboard broadside to bear athwart the schooner's bow, and poured into her a whole broadside of great and small shot, which raked her deck fore and aft, while it was full of men ready for boarding. I instantly shifted over on the other side and raked both gun boats in the same manner, which must have killed and wounded a great number of those on board of them, and done great damage to their boats. I then commenced a close action with the schooner, which lasted three glasses, and having disabled her sails and rigging much, and finding her fire grew slack, I took advantage of a light air of wind to back my head sails, which brought my stern on board of the schooner, by which we were enabled to board her and carry her, at which time the gun-boats sheered off, apparently in a very shattered condition. We found her to be the Santa Ritta, mounting ten six pounders and two twelve pound carronades, with 125 men. She was fitted out the day before, by the Governor of Porto Cavallo, with the gun-boats, for the express purpose of taking us; every Officer on board of her was killed except the Officers who commanded a party of twenty-five soldiers; there were fourteen men dead on her deck when we boarded her, and seventeen wounded; the prisoners, including the wounded, amounted to seventy-one. My ship's company, including Officers and boys, was only 45 in number, and behaved with that courage and spirit which British seamen always shew when fighting the enemies of their country. It is with infinite pleasure I add, that I had not a man hurt; from the best account I could obtain, the enemy lost 54 men. The prisoners being too numerous to be kept on board, on the 14th ult. I landed them all except eight, taking an obligation from them not to serve against his Majesty until regularly exchanged. I arrived with my ships company in safety this day at Liverpool, having taken during my cruise the before mentioned vessels, together with a sloop under American colours bound to Curacoa, a Spanish schooner bound to Porto Cavallo, which have all arrived in this province, besides which I destroyed some Spanish launches on the coast.

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In a late debate in the House of Commons, in consequence of some remarks tending to magnify the dangers to be apprehended from the Northern Confederation, Mr. Pitt, though he declined going into the general argument at that time, made the following four observations, extremely well calculated to do away any alarm or despondency on that account:

1. That in consequence of the great activity which has prevailed in our dock-yards, and proportionate increase of shipping, as well as the destruction and capture of so many of the enemy's fleets, the British navy is now more superior to the whole Confederacy, than it was to the navies of France, Spain, and Holland, at an earlier period of the war.

2. That in respect to being shut out from all commerce with the Continent, articles of British produce were more indispensably necessary to the Continent, than a trade could be to us.

3. That this exclusion from the Continent could not be more than partial, while there remained a great naval Power (America) which would find its interest and advantage in carrying on this trade in neutral bottoms.

4. That supposing this exclusion from the Continent to be as complete as the most timid could anticipate, it remains to be considered how small a portion that trade is to the general commerce of Great Britain—a commerce which, during the war, has extended itself to seas heretofore almost solely navigated by those who are now our enemies, and enhancing the valuable produce of colonies which became our's by right of conquest. These new sources of commerce, he observed, opened fresh markets to our manufacturers, which would eventually reimburse them for any temporary stagnation they may experience from the further extension of the war.

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The fleet destined for the Baltic is already assembling. Several vessels have sailed from Portsmouth to the eastward; and the Zealous, of 74 guns; Powerful, of 74; and Asia of 64; were last commissioned at Chatham for the same object. As we are doomed to fight our way to Peace by victory, we anticipate with the highest satisfaction the new laurels which are preparing for our gallant seamen; and soon shall we see Lord Nelson lead the van into the harbour of Cronstadt, and serve the Russians as he did the French at Aboukir.

Captain Greig, son of the Admiral, who, though an English Officer, died in the chief command of the Russian Navy, has been sent to Siberia by the Emperor Paul, for resigning the command of a Russian ship of the line, in consequence of the tyrannical detention of the British vessels and seamen.

Private Letter from an Officer on board La Concorde, commanded by Captain ROBERT BARTON, *dated Plymouth, Feb.* 4, 1801.

ON the 27th of January, Cape Finisterre bearing E. half N. distant twenty-five leagues, we discovered at nine at night, by moonlight, seven large ships about two miles to windward, under easy sail, steering to the westward; being on opposite tacks, two bore up for us. One, however, in a short time resumed her course and joined her fleet; the other continued in chase of us; we stood on, until we supposed the fleet distant about six miles, somewhat in our lee-quarter, when having brought to, we made the private signal, which not being answered, convinced us she was an enemy. When she was within hail, and during some preliminary conversation between the Captains, I had an opportunity of observing her, from our comparative size, to be a frigate of very large dimensions, with a poop; any further observations were prevented by a volley of musketry, and an order to strike to a French frigate. She then ranged up on our lee-side, receiving and returning our fire as she passed, till she shot so far ahead as to bring us on her quarter; in which position we kept her warmly and closely engaged for about half an hour, when the enemy's fire entirely ceased, he receiving our broadsides, which brought his boat and other wreck from his stern and quarters into the water, without returning a shot. From this we concluded, that his people had deserted their quarters, and that he had surrendered; but we soon found his attention was engaged in making his escape, as we perceived him making off from us before the wind. Our braces being shot away, some minutes elapsed before we could pursue him; and though every exertion was made by Captain Barton, we could not again bring him to action.

At three in the morning we lost sight of him, and perceived him again at day-light; but his fleet soon appearing to windward, obliged us to relinquish the pursuit and steer for England. Though the presence of very superior force has deprived the Officers and brave crew of La Concorde of the honour of adding a fine frigate to the British navy, yet the consciousness of having beaten a ship of much greater force, under the existing circumstances, must ever be a pleasing reflection to every person belonging to her.

COURT OF KING'S BENCH, FEB. 9.

Mr. Gibbs said, he was instructed by Lieutenant Burlton, of the Hecate gun-boat, to move for leave to file a criminal information against William Hitchens, of Penzance, in Cornwall, for a libel. He said, that two privateers having appeared off the Land's End, where the Hecate was stationed, Mr. Burlton had made every exertion in his power to come up with them, but without effect. Two or three days after this, he received a letter from Mr. Nepean, stating, that a letter had been received by the Lords of the Admiralty, signed James Jones, which letter said, that near ten vessels had been taken by some privateers off the Land's End, and that he, the writer, was very near being taken also: and that there must be something more than negligence in the conduct of Captain Burlton. An answer, in explanation, was required by their Lordships; and Captain Burlton had returned one so satisfactory, that their Lordships had authorized him to make what use he pleased of this letter. The hand-writing of it was sworn to by three witnesses, as that of William Hitchens, who is a little shopkeeper in the town of Penzance. He therefore trusted the Court would grant a rule.—Rule granted.

PLYMOUTH REPORT,

FROM JANUARY 20 TO FEBRUARY 16.

Jan. 21. Wind S. W. Hard rain. Letters received this day from Lieutenant Nevin, late of the Sir Thomas Paisley armed brig, dated Algesiras, Dec. 10, state, that he fell in with and engaged for two hours and a half, off Ceuta, a Spanish gun vessel of superior force; one hour being becalmed, he could not bring a gun to bear. After Lieutenant Nevin was wounded in three places, his master, Mr. M. Gibbs, badly wounded, three men killed, and eight wounded out of a small crew of forty men, Lieutenant Nevin struck, and was carried first to Ceuta, and then to Algesiras. Lieutenant Nevin and his wounded men are recovering fast.

22. Wind S. Squally. Came in the Bernstorff, Swede, from Stockholm for Brest, with iron, deals, &c. detained and sent in by the Fanny, of 14 guns, Lieutenant Frissell. Came in the Mary, of Baltimore, with tobacco, for Falmouth, having overshot her port. Arrived from Lisbon, part of the Officers of the 9th regiment of foot, and a transport, No. 1, with soldiers' wives and children. Letters from Cork state the safe arrival there of the Camilla, of 24 guns, Captain Larkin, from Newfoundland, supposed to have foundered off the banks in a gale of wind. Went into Cawsand Bay, the San Josef, of 120 guns, Vice-Admiral Lord Nelson, Captain Hardy. Sailed on a cruise the Revolutionaire, of 44 guns, Captain Twysden.

23. Wind N. W. Fair. Letters from Gibraltar, dated the 16th ult. from an Officer of the Renown, of 74 guns, Vice-Admiral Sir J. Warren, Bart. state, that she and the Gibraltar, of 84 guns, Captain Kelly, were to sail the 17th ult. for Malta. With secret orders for the Straits, sailed the Viper, of 14 guns, Lieutenant J. Coghlan. Arrived from a cruise the Telegraph, of 18 guns, Lieutenant Corsellis; She has detained and sent into Dartmouth, two Danes and one Swede, the latter valuable, from Baltimore with tobacco, for Stockholm. These make six sail stopped by the Telegraph this last cruise. Came in the Eliza, from New York to London, with a valuable cargo; taken by L'Oncle Ben, of 14 guns, and 75 men, and retaken the 19th instant, by the Thames, of 32 guns, Captain Lukin. Passed up for Torbay, the Channel Fleet. Sailed the French cartel Eliza, of Nantes, she carried away a Mons. Carnon (formerly acting surgeon for French prisoners in a prison-ship here, but exchanged), who came passenger in her from Nantes to this place, and was on the *role d'equipage* a seaman. Extraordinary to relate, he escaped the vigilance of the guard-boats, got ashore, went to Falmouth, received 370*l.* on some smuggling scheme, and returned to this port, where, though an hue and cry was raised, he contrived to get on board the Eliza, and was so concealed that she carried him clear off last night. P. Langmead, Esq. the Mayor, immediately issued a hand-bill to caution pilots in future not to run cartels into Catwater. Mons. Carnon was in so great a hurry to get off, that he left the 370*l.* behind in a box of trinkets, now in the Mayor's possession.

24. Wind N. N. E. Fair. Passed down the Channel Fleet, with a fine wind. The Right Hon. the Mayor and Court of Aldermen, met at the Mayor's, to present the Right Hon. Lord Nelson, with the freedom of this ancient borough. At twelve at noon, his Lordship, full dressed, with his aigrette and the insignia of those orders (so nobly gained), accompanied by his gallant companions in arms, Captain D. Gould, of the Audacious, of 74 guns, and the veteran Commissioner Fanshawe, one of the late lamented Lord Rodney's seconds on the glorious 12th of April 1782, arrived at the Mayor's house, and after partaking of an elegant *dejeune*, the Recorder, Sir W. Elford, Bart. M. P. for Plymouth, in the name of the Mayor and Court of Aldermen, presented his Lordship with the freedom of the borough, elegantly written on vellum by the Deputy Town-Clerk, in a very handsome silver box, accompanied by a very animated speech, to which his Lordship returned a very suitable answer, and retired to his carriage amidst the loud acclamations of a very large concourse of people assembled on the occasion.

25. Wind E. N. E. Deep snow. Came in the Russell, of 74 guns, Captain H. Sawyer, from off Brest; and the Unicorn, of 32 guns, Captain Wilkinson, from a cruise. Sailed on a cruise, the Renard, of 24 guns, Captain Spicer; also the Scorpion, of 18 guns, with a convoy. Came in the Bernstorff and Rodercken, Danish galliots, with bale goods and nuts, detained by the Centaur, of 74 guns, Captain Markham.

26. Wind W. N. W. Cloudy. This day the Right Hon. Lord Nelson paid a visit to F. Kroger, Esq. Danish Consul at this port, to inspect a most curious piece of mechanism: a model of a French frigate, of 44 guns, presented to Mr. Kroger, by the master of a Danish ship from Bourdeaux. The model, including every timber, store room, knees, guns, masts, sails, yards, and even the tompions in the guns, the men on the yards, furling the sails, and in short every article on board this curious glass vessel, were composed of blown glass.

27. Wind N. N. W. Cloudy. Arrived the Fanny, of 14 guns, Lieutenant Frissell, from a cruise. Also the Kangaroo, of 18 guns, Captain Pullin, for orders from Cork; she brought in a Dane in ballast, which sailed from Cork a few hours before the orders for detention arrived. This forenoon Vice-Admiral Lord Nelson inspected the citadel, the main guard was turned out, but his Lordship very politely desired the Officer of the guard to turn the guard in, which was complied with. His Lordship was accompanied by his brothers, Captain Hardy, and Captain Parker, as volunteers.

28. Wind W. Cloudy. Came in from a long cruise of ten weeks off the Black Rocks, the Boadicea, of 44 guns. She sprung her main-top-mast in a hard gale of wind. Came in a large Dane, detained by the Ambuscade, of 44 guns. Arrived from Cork, with several vessels under convoy, the Camilla, of 24 guns, Captain Larken. She sailed for the Downs with forty sail of different tenders.

29. Wind W. Cloudy. If a Northern war takes place, there are to be fitted up several ships of 64 guns, as *garde de costas*, to lie in Cawsand Bay and Torbay, during the absence of our fleets at sea on service. Sailed the Barfleur, of 98 guns, Rear-Admiral Collingwood; Achilles, of 74 guns, Captain G. Murray, to join the Channel Fleet; the Russell, of 74, Captain H. Sawyer; and Serpent, of 18, Captain T. Roberts, on a cruise. Yesterday a signal was made at the telegraph, Maker, repeated from the western telegraphs, of an enemy's squadron being at sea, which occasioned some bustle and hurry at this port, till explained by a subsequent signal as follows: that the first signal given by the look-out frigates off the Deadman, which repeats from the frigates from Brest to the Deadman, was wrong, and should have been, for *enemy's cruisers at sea*, and not for a *squadron of men of war being out*. Came in the Richard transport from Gibraltar, with invalids, and seventy-one soldiers' wives and children. Several women and children died on their passage to this port.

30. Wind W. Cloudy and mild. Arrived La Pompeé, of 84 guns, Captain Stirling, from a cruise. Also La Magicienne, of 32 guns, Captain Ogilvie; and Thames, of 32 guns, Captain Lukin, from a cruise off Bourdeaux, with the following two valuable French East Indiamen, *viz.* L'Huron, of 30 guns, and 70 men, and passengers; and L'Aurore, of 18 guns, and sixty-five men, and passengers, after a chase of several hours. They were captured within six leagues of Bourdeaux, and are prizes with three brigs (not yet arrived), to the above frigates and the Doris, of 36 guns, Captain Halliday. They are both laden from the Mauritius for Bourdeaux, with spices, nankeens, silks, cochineal, coffee, tortoise-shell, ivory, &c. The cost of L'Huron's cargo in the Isle of France, was one million and a half of *livres tournois* sterling. She was chased thirty-two hours about fifteen months since by La Nereide, of 32 guns, Captain Watkins, on her outward-bound passage, and escaped by throwing sixteen guns overboard. They lay at the Mauritius three months to avoid our cruisers, but the British frigates taking some prizes, left the coast for Madras, when L'Huron and L'Aurore sailed directly for Europe.

31. Wind N. W. Cloudy. Letters dated the 25th, from La Nymphe, of 36 guns, off the outer road of Brest, state, that she looked in there the 23d inst.

and counted twenty-eight sail of the line, and nine frigates, at single anchor. She looked in again on the 25th instant, and not a ship was to be seen; therefore it is supposed they may have slipped out, or, at least, a squadron of them, and the remainder most probably gone into the inner roads. A trick the French fleet have played very often this war to deceive our look-out squadron. Sailed to join the Channel Fleet, the Superb, of 74 guns, Captain Sutton.

Feb. 1. Wind S. Cloudy. Sailed the San Josef, 120 guns, Vice-Admiral Lord Nelson, from Cawsand Bay for Torbay; and Diamond, of 38 guns, on a cruise. On board L'Huron, French East Indiaman, captured and sent in last Friday, the dispatches for Bonaparte from the Mauritius, were discovered concealed in a box with a false bottom, and forwarded to the Earl of St. Vincent.

2. Wind S. E. Foggy. Came in from off Brest to refit, the Canada, 74 guns, Hon. Captain De Courcy.

3. Wind S. Blows hard. Sailed the Dasher, of 18 guns, Captain Tobin, on a cruise. Just arrived from Curacoa, Captain Watkins, late of La Nereide. He left the island well and healthy. Also a French schooner from Cayenne to Bourdeaux, laden with cocoa, indigo, elephant's teeth, &c. prize to the Viper cutter, Lieutenant J. Coghlan. Also two French *chasse marees*, with provisions for the French fleet.

5 P. M. The Concorde frigate, Captain R. Barton, is just arrived from Lisbon. An express is landed and sent off to the Admiralty of her having fallen in with a squadron of seven sail of French men of war in the Bay, and has engaged and crippled a frigate of that squadron.

4. Wind S. W. Cloudy. Came in Le Mont Blanc, prize to the Suffisante, of 14 guns, Captain Whitman. The account brought by the Concorde frigate last evening is as follows: on the 26th ult. Cape Finisterre distant thirty leagues, she fell in with a French squadron of five sail of the line and two frigates commanded by a Contre-Admiral, steering in a N. W. direction. The Concorde had at this time a very large Swedish ship in tow, which she cast off, during the night Captain Barton bore away large, and observing the rocket signals of the French squadron, repeated them; in the morning of the 27th, he had drawn away, at a distance from the French squadron, one of their frigates of 44 guns, and soon the Concorde brought her to action in a very gallant style, and a desperate engagement ensued for about 40 minutes. The enemy's frigate was so completely silenced, that she never answered the four last broadsides; by this time the French squadron was so near, that the Concorde was obliged to leave her well-earned prize, and bear away for this port. The Concorde had unfortunately 5 men killed, and 24 wounded. It is supposed the French frigate must have suffered considerably, as she lay like a log on the water.

5. Wind S. W. Rain. Came in La Jeune Nannette, 18 guns, and 45 men, Citizen Feuqueux, (Lieutenant de Vaisseau,) from Cayenne to Bourdeaux, with a valuable cargo of Annatto, dye wood, elephants teeth, &c. &c. prize to the Little Suwarrow, of 10 guns, Lieutenant James Nicholson, who, when he fell in with her, had only 16 men and boys on board, having manned and sent in four Danes; yet with his small force he pursued, and after a short action, obliged her to strike, tho' she was so much superior to the Suwarrow. La Jeune Nannette, had on board several deported priests returning from Cayenne, who appear from confinement mere skeletons.

6. Wind W. Blows Hard. Accounts from the Immortalité, of 44 guns, Captain Hotham, gone on to the Straits, state that she fell in with Gentheaume's squadron, which chaced the Concorde, two of them appeared disabled, with their main and fore yard on the deck.

7. Wind N. W. Fair. Came in La Dedaigneuse, of 40 guns, and 350 men, prize to L'Oiseau, of 40 guns, Captain Linzee. * She is a fine frigate only two years old. also El Charlotta, a beautiful Spanish packet from Corunna, to the Havannah, with dispatches, iron, and bale goods. Sailed on a cruise the

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* See Gazette Letters, page 168.

Magicienne, of 32 guns, Captain Ogilvie; Thames, of 32 guns, Captain Lukin; and Eurydice, of 24 guns. Also to the Westward, La Pompeê, of 84 guns, Captain Stirling. Arrived the Chapman, of 24 guns, with a convoy from the westward. Sailed with dispatches for the Cape of Good Hope, the Penguin, of 18 guns, Captain Mansell; and for the West Indies, with dispatches, the Fanny, of 14 guns, Lieutenant Frissell. Sailed the Glory, of 98 guns, for Torbay.

8. Wind S. Fog and Cloudy. Came in the Nile, of 16 guns, Lieutenant Argles, from the Bay of Quiberon, with the officers of the Requin, of 14 guns, Lieutenant Fowell, which was wrecked on some rocks in the above bay, on the 1st instant, the whole crew were saved, but 20 getting on shore were made prisoners, the Nile went in with a flag of truce, and it is thought, being wrecked, they will be soon exchanged, the rest of the crew were saved by the Excellent, of 74 guns, Honourable Captain Stopford. Sailed for Cork, the Kangaroo, of 18 guns, Captain Pulling.

9. Wind S. Cloudy. During the Nile's cruise, she fell in with, engaged, and drove ashore, in the most gallant style, a large French cutter, of 16 twelve-pounders, and a lugger of 12 nine-pounders, but the fire of several batteries opening on the Nile, Lieutenant Argles was obliged to haul off the land: at the high tide they were got off, (although much damaged by the fire of the Nile,) and were towed into the Morbihan. Accounts were this day received from Truro, of the post boy with the bags from this town, from the westward, being attacked and robbed by two footpads, near St. Blazey's Cave. Just arrived the Harpy, of 18 guns, Captain Birchall, from a cruise.

10. Wind N. W. Cloudy. Came in La Juste, a most beautiful French privateer, of St. Maloes, of sixteen guns, and 120 men. In a fog chase in with the coast of France, she fell in with and ran foul of the Amelia, of 44 guns, Hon. Captain Herbert, and carried away her fore-top-mast and bowsprit, and struck directly. She is supposed to be the fastest sailer out of France. Came in the Ville de Paris, of 112 guns, Capt. Grey, to be paid. Also the schooner Hamilton, Hinderman, from Falmouth to New Providence; she sailed under convoy of the Fly, of 18 guns, Capt. Duval, with twelve others, and on the 1st instant, fell in with a French squadron of five sail of the line and two frigates, in lat. 43. They separated by signal from the Fly, and on the 3d inst. came on a most dreadful gale of wind, which almost water-logged the Hamilton, and choaked the pumps so much, that with the utmost difficulty she was kept afloat till her arrival here.

11. Wind N. Fair and frosty. This day arrived the Providence lugger, of Palpero, from Guernsey, with 800 anchors of spirits, prize to the Ranger cutter, Captain Frazer, captured within the limits of the Ram-Head. Sailed the Dick Guineaman, Captain M'Ginnis, for Bristol, to get men. Came in L'Espoir French lugger, of six guns, and forty-six men, prize to the Lady Charlotte, of 12 guns, Lieutenant Morris.

12. Wind N. E. Cold. Sailed and put back, the Ville de Paris, of 112 guns; and Harpy, of 18 guns, Captain Birchall. The latter beat up as far as the Start, but was obliged to bear away for Plymouth, as it blew a gale at E. N. E. Came in the Polly transport from Guernsey, under care of the Rambler cutter, with part of the 49th and 85th regiments, for Portsmouth. The Denton was lost in a violent gale of wind on the 3d instant, but the crew, Officers, and men of the 85th, were all saved.

13. Wind E. S. E. Blows hard. This morning by moonlight, was launched, at Mr. Dunsterville's yard, a most beautiful Post-Office packet, the Duke of York, Captain Servanti. Arrived from a cruise, the Leda, of 38 guns, Captain Hope.

14. Wind E. N. E Blows hard, snow and sleet. Sailed for the island of South Georgia, in the southern Pacific Ocean, near Cape Horn, the Indispensable, Captain Gardner. Came in the Boadicea, of 38 guns, from a cruise. Letters from the Fisgard, of 48 guns, Captain T. B. Martin, dated the 28th ult. in the Bay, state, that the French squadron had escaped through the Passage

du Râz in a very heavy gale of wind the 23d ult. which blew our fleet off the coast.

15. Wind N. E. Cloudy. Sailed on different cruises, the privateers Lord Nelson, of 14 guns, Captain Gibson; Duke of Clarence, 14, Captain Raby; Earl St. Vincent, 14, Captain F. Richards. Came in with a convoy the Helena, of 24 guns, Captain Phillips. Sailed the Prince George, of 98 guns, to join the Channel Fleet.

16 Wind N. E. Cloudy. Warped down off Government House to wait a change of wind, the Robust, of 74 guns, Captain Brown. Very much to the credit of Captain Brown, his Officers, and crew, this ship since being undocked, has been got ready for sea with a dispatch almost unequalled in this port. Mr. T. Lockyer, jun. is appointed Superintendant of the detained Swedish and Danish vessels at this port, with orders to muster their crews once a week. Sailed the Nile cutter with dispatches for Admiral Harvey.

PORTSMOUTH REPORT,

FROM JANUARY 26 TO FEBRUARY 21.

Jan. 26. Arrived the Jason, Captain Yorke; Brilliant, Hon. Captain Paget; Scorpion, Captain Tinling; and Beaver, Captain Jones, from separate cruises; and the Plover, Captain Galway, from the Downs.

28. Arrived a French cutter privateer, of 14 guns, and eighty-five men, prize to the Active, Captain Giffard. Sailed the Nemesis, Captain Owen, on a cruise.

29. Arrived two large French fishing-boats, taken off Marcou, by the Champion cutter.

30. Arrived the Warrior, Captain Tyler, from the Channel Fleet; and the Harpy, Captain Birchall; and Lapwing, Captain Rotheram, from a cruise.

Feb. 1. Arrived the Trent, of 36 guns, Captain Sir Edward Hamilton, from her station off Havre. She was relieved by the Active, Captain Giffard; also the Alecto, Captain O'Brien; Otter, Captain M'Kinley, and the Discovery, Captain Coun (fire-ships), from the Needles, where they have been lying as guard ships. Sailed the Beaver, of 18 guns, Captain Jones, on a cruise.

3. Arrived La Loire, of 44 guns, Captain Newman, from a cruise; and the Earl Spencer cutter, Lieutenant Leach, with the Swedish ship Cupido, from Benecarlo, bound to Altona, very richly laden, which she detained off the Isle of Wight. Sailed the Swan, of 16 guns, Captain Munday, to lay as a guard-ship off the Needles.

4. Arrived the Rose cutter, Lieutenant Richardson, with dispatches from Marcou.

5. Arrived the Childers, of 16 guns, Captain Crawford, from Lisbon, from whence she sailed three weeks since with twelve sail of transports and merchantmen under convoy, all of which went past for the Downs. Two days previous to her sailing, the Endymion frigate, Sir Thomas Williams, arrived there with his Royal Highness Prince Augustus on board.

7. Sailed the St. George, of 98 guns, Captain Eyre; and Resolution, of 74 guns, Hon. Captain Gardner, to join the Channel Fleet; Anson, of 44 guns, Captain Durham, on a cruise.

9. Sailed the Woolwich, store-ship, Captain Jardine, for Egypt, with the Earl of Cork, and the Hon. Colonel Bligh on board, to join their regiments, with General Abercrombie; Proselyte, Captain Fowke, with the transports under convoy for the West Indies; and Brilliant, Hon. Captain Paget, to join the Grand Fleet.

10. Arrived the Endymion, Captain Sir Thomas Williams, from Lisbon. This ship brought home, as passenger, the Hon. Captain Boyle, late of the Cormorant.

12. Sailed the Emerald, Captain O'Brien, for Cork, to take the trade there; and the Plover, Captain Galwey, for Falmouth, to collect ships bound to the West Indies.

13. Sailed the Belleisle, Captain Boyles, for Torbay; Jason, Captain Yorke; La Loire, Captain Newman; and Sophie, Captain Burdett, to cruise off Havre; Topaze, Captain Church; and Heureux, Captain Bland, with a large convoy for the West Indies.

16. Sailed the St. Fiorenzo, Captain Patterson; and Lapwing, Captain Rotheram, with a convoy for Lisbon, Oporto, and the Mediterranean.

17. Sailed the Sea-gull, Captain Burrows, on a cruise.

20. Arrived the Trent, Sir Edward Hamilton; Active, Captain Giffard; Sophie, Captain Burdett; and Beaver, Captain Jones, from a cruise.

21. Arrived the Rambler, Captain Rye, from Guernsey. She sailed from thence with several transports, with the 85th regiment on board, for the Isle of Wight, all of which, except one vessel, parted company in a gale of wind. The London, Captain Otway, has also arrived from the Grand Fleet; and Anson, Captain Durham; Harpy, Captain Birchall; and Weazle, Captain Durban, from a cruise.

EAST INDIA REPORT.

BY accounts received from *India* we have been favoured with the following particulars:—

MADRAS, AUGUST 13.

Arrived his Majesty's ship *Arrogant*, Captain OSBORNE, from the northward, accompanied by her prize, the French privateer *L'Uni*, Captain Hodoul, of 32 guns, six, nine, and eighteen-pounders, and having on board 240 Europeans, and a number of Caffries and men of colour. The Arrogant fell in with L'Uni to the northward of Masulipatam, and took her after a chase of eight hours: she at the same time retook the ship Friendship, Captain Moore, from Bengal for this port. The Friendship had been captured by L'Uni on the preceding day. L'Uni had also captured the ship Helen.

The following is a list of prizes captured and destroyed by the *Arrogant* on her passage from China, in the vicinity of Batavia, to this port:—

Vessels captured.—Dutch armed ship Hartoff de Brunswick, of 1200 tons, originally manned with 320 men, twenty guns on her upper, and ten on her lower decks; she is a man of war, belonging to the Dutch East India Company, and the Commodore's ship guarding the road of Batavia, laden with coffee and sugar.

Dolphin, Dutch Company's armed brig, mounting fourteen guns, and having on board sixty five men.

Ship Underneming, English built, 400 tons and upwards, six guns, and eighty men, principally laden with tea-board for flooring.

Vessels destroyed.—Lavanture French ship from Mauritius for Batavia.

Dutch armed brig, name unknown, carrying sixteen carriage guns, and six swivels.

His Majesty's ship *Orpheus* was in company with the *Arrogant* from China, and parted with her a few days ago.

A list of vessels captured by his Majesty's ship *La Virginie*, GEORGE ASTLE, Esq. Commander, between 22d of March, and the 26th of April, 1800.

March 22.—In latitude of 6 5. south, and long. 117. 25. east, captured a Dutch prow, mounting four swivels, small arms, &c. manned with sixteen men, cargo of sundries, three days out from Maccassar, bound to Sumbauwa.

26. In latitude of 5. 5. south, longitude 118. 25. east, captured a Dutch prow, mounting two brass swivels, small arms, &c. manned with fifteen men; cargo of sundries, six days from Maccassar, bound to Sumbauwa.

29. In latitude of 5. 29. south, longitude 118. 46. east, captured a Dutch prow, laden with sundries, eight days from Maccassar, bound to Sumbauwa, manned with fourteen men.

April 26. In latitude of 1. 10. south, longitude 126. 25. east, fell in with and captured the following vessels under Dutch colours, from the island of Java, bound to Ternate, *viz.*

Prow Helena, mounting eight six-pound carriage guns, and four swivels, manned with forty men.

Brig Helena, mounting twelve six pound guns, manned with twenty men.

Brig Brack, mounting twelve six-pound guns, manned with twelve men.

The three latter vessels, laden with the annual supplies for the garrison on the island of Ternate, and had on board, exclusive of their cargo, specie to the amount of 17,943 Spanish milled dollars.

(Signed) G. ASTLE, Captain.

Promotions and Appointments.

WHITEHALL, FEB. 21.

The King has been pleased to constitute and appoint

The Right Hon. John Earl of St. Vincent, Admiral of the White,

Sir Philip Stephens, Bart.	James Adams, Esq.
William Eliot, Esq.	John Markham, Esq. and
Sir Thomas Troubridge, Bart.	William Garthshore, Esq.

to be his Majesty's Commissioners for executing the Office of High Admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories, thereunto belonging.

WHITEHALL, JAN. 7.

The King has been pleased to grant unto Sir Thomas Troubridge, Bart. Captain in the Royal Navy, and Colonel of his Majesty's Marine Forces; Capt. Alexander John Ball, of the Royal Navy; Captain Samuel Hood, of the Royal Navy; and Captain Benjamin Hallowell, of the Royal Navy, his Royal Licence and permission to accept the rank of Commanders of the Order of St. Ferdinand and of Merit, which it is the intention of Ferdinand the Fourth, King of the Two Sicilies, to confer upon them; and to wear the insignias of Commanders of the said Order.

IN THE EAST INDIES.

Captain Elphinstone, of the Hobart, made Post, and appointed to the Orpheus, vice Captain Hill, invalided.

Captain Stratton, to the Hobart.

Lieutenants P. Heywood, John Duval, and C. Blair, made Commanders, and appointed to the following vessels, viz. Vulcan, Mongoose, and St. Thorne.

Lord George Stuart, Mr. John Burn, and Mr. A. B. Thomas, are made Lieutenants, and appointed to the Trident, Arrogant, and Orpheus.

John Brouncker, Esq. appointed his Majesty's Naval Officer at Madras, in the room of Henry Sewell, Esq. deceased.

* * *

Admiral Cornwallis is appointed Commander in Chief of the Channel Fleet, in the room of Earl St. Vincent.

Captain Sutton, of the Superb, to be Captain of the Channel Fleet, under Admiral Cornwallis, and

Captain Whitby, Admiral Cornwallis's former Captain, now in the West Indies, is ordered home to resume his station under the Admiral.

Rear-Admiral Thomas Graves, is appointed to a command in the Channel Fleet, in the room of Lord Nelson, who is going to the Baltic; and

Vice-Admiral Gambier (late one of the Lords of the Admiralty) to the Neptune, of 98 guns, likewise going to the Baltic.

Admiral Totty has hoisted his flag on board the Invincible at Chatham, as Port-Admiral.

Captain V. C. Berkeley is appointed to the Genereux, and Captain Manly Dixon, of the Genereux, to the Alexander, in the room of Captain Ball, who is appointed Commissioner at Gibraltar, *vice* Inglefield, removed to Halifax.

Captain Dilkes, late of the Madras, is appointed to the Raisonable.

Captain George Eyre is appointed to the command of the St. George, *pro tempore.*

Captain Charles Boyles, of the Saturn, to the Belleisle, *vice* Captain Domett, First Captain to the North Sea Fleet.

Captain Lambert is appointed to the Saturn.

Captain Sir Thomas Williams is appointed to the Juste, of 84 guns.

Captain Sir Francis Laforey, to the Powerful, of 74; and

The Hon. Captain Paget to the Hydra, of 38 guns.

Lord C. Fitzroy is appointed to the Oiseau, of 44 guns, now in Plymouth Sound, *vice* Captain S. H. Linzee, appointed to the Zealous, of 74 guns, at Chatham.

Captain Mundy, of the Swan, is promoted to the rank of Post Captain, and appointed to the Vengeance, of 74 guns.

Charles Tinling, Esq. of the Snake; A. Browne, Esq. of the Good Design, and I. Brooks, Esq. of the Shark, are promoted to the rank of Post Captains.

Captain Carthew is appointed to the Shark.

Lieutenants Roberts and Elliot, are promoted to Commanders; the former succeeds to the Snake, and the latter to the Good Design; and Lieutenant Flinders to be a Commander, and is appointed to the Investigator (late Xenophon), now fitting for a voyage of discovery.

Captain Burrows is appointed to the Sea gull; and

Captain Inglis to the Cruel cutter.

Captain H. Duncan is appointed to the Scout sloop at Plymouth, in the room of the late Captain Ormsby.

Lieutenant Newton Starck is appointed to the Milbrook schooner, in the room of Captain Smith, promoted to the rank of Commander for his late gallant action with the Bellone. The Millbrook mounted sixteen eighteen pound carronades, or non-recoil carriages, and had no more than fifty men. The Bellone, of 36 guns, and 350 men, after having lost eighty men in the action, had actually struck to this small vessel, but escaped by the springing up of a breeze, which it was impossible for the Millbrook to take advantage of, on account of the crippled state of her rigging.

Lieutenant Argles, of the Nile, who was one of the Lieutenants of the Mars, when she captured the *Hercule*, is made Master and Commander.

Lieutenant Newton is appointed to the Nile cutter, *vice* Argles, promoted.

Lieutenant Pym, of the Robust, is promoted, and appointed to command the Swan, of 14 guns.

Mr. T. Lockyer is appointed Superintendant of the Danish and Swedish vessels detained at Plymouth.

In consequence of the death of Captain and Adjutant Ross, of the Plymouth division of Marines, ——— Lewis, Esq. Quarter Master of this division, is promoted to the rank of Captain.

Vice-Admiral Lord Hugh Seymour, Commander in Chief on the Jamaica station, has, with his usual discrimination and good sense, appointed Captain Tremenhere, of the Marines (with the rank of Lieutenant-Colonel), to the Government of the island of Curacoa, and its dependencies, until the pleasure of his Majesty may be made known. He has under his authority, Lieutenant Carey, a very intelligent good Officer, one of the subalterns of the Sans Pareil, and five other subalterns of the different men of war on that station, with about 130 veteran rank and file of the Marines, and detachments of the 11th, 53d, 60th, and 67th regiments, and some Dutch artillery, amounting to between 5 and 600 effective men.

MARRIAGES.

Captain Elphinstone to the daughter of the late Mr. Jones, of the Exchequer.

At Mary-le-Bone church, Captain Van Spengler, of his Majesty's Dutch Navy, to Miss Graham, eldest daughter of A. Graham, Esq. late of Hatton-garden, London.

OBITUARY.

The 12th instant, at Hull, aged 75, Sir Samuel Standidge, Knt. one of the oldest and most intelligent seamen out of that port, and many years Captain in the merchants' service. This work has been indebted to him for several useful communications.

The 13th instant, at Inveresk, Roddam Home, Esq. of Lonformacus, Rear-Admiral of the Red.

At Plymouth, Captain George Ormsby, of his Majesty's sloop Scout.

Lately, at South Yarmouth, in the Isle of Wight, John Urry, Esq. a retired Captain in the Royal Navy, who had lived there many years. This gentleman was appointed Lieutenant in the Navy in 1755, and was advanced from thence to the rank of Commander on the 6th of August 1761. No farther particulars are known as to his stations, or even the vessels in which he was employed, except that we believe him to have been appointed, on his promotion to the rank of Commander, to the Viper sloop, and to have continued in the same vessel till the conclusion of the war. After that time no mention is made of him, till his farther advancement to the rank of Post Captain, by commission to the Milford, dated May 26th, 1768. This promotion was made, like many others bearing the same date, merely for the purpose of bestowing rank on a very brave and worthy Officer, who, while in a condition to serve his country, had afforded every possible proof of her deriving the best advantage from it, which his most strenuous efforts could procure her. The gout and other infirmities too incident to human nature, and which frequently deprives society of many able and worthy members, having rendered it not only inconvenient but almost impossible for this gentleman to exert himself in the line of his profession, as he conceived his duty required, and as his wishes certainly prompted him to do, he did not take upon him, far as we have been able to collect, any subsequent command. He lived ever afterward in the peaceable and respectable condition of a country gentleman, intirely, we believe, in the Isle of Wight. It is almost needless to add, that owing to these circumstances, when in 1794 he became senior on the list of Captains, he was not raised to the station of a Flag-Officer, but was put on the retired list in that rank he then held. He married, on the 12th of December 1771, Miss Mary Stone, of Privy Gardens.

At his father's house, Lieutenant Cuthbert Waldegrave Ellison, of the Royal Navy. He was interred the 31st ult. with military honours, at Gravesend, attended by Major Kite, Commander of the Gravesend Volunteers, and his band, the Officers, seamen, and marines of his Majesty's ship Fortunée.

At Port-Royal, Jamaica, on board his Majesty's ship Seine, Lieutenant Colin Mackenzie, of the Royal Navy.

At Greenwich Hospital, Lieutenant Smith.

The 8th instant, at the Hotwells, in the prime of life, sincerely regretted, Lieutenant Bridgman, of the Royal Navy. The unfortunate complaint which terminated the existence of this very valuable young man and promising Officer, was brought on by the rupture of a blood-vessel, by an excessive exertion in the performance of his duty.

At Brentford, aged 20, Captain-Lieutenant A. J. Ross, Adjutant of the Plymouth division of Marines.

At Plymouth, Lieutenant R. J. Squire, of the Marine Forces, after a lingering illness. He had served the whole of the late war in the West Indies, and was present as an Officer of Marines at thirteen different sea-fights in that quarter of the world. He was deservedly beloved, respected, and lamented by his family, friends, and acquaintance.

At Haslar Hospital, Lieutenant Tuck, of the Marine Forces.

At a very advanced age, Mr. Kent, formerly one of the Tide Surveyors at Portsmouth.

Henry Roe, Esq. Collector of the Lights for the Trinity Board.

Last October, in Germany, Colonel Swanton, of the Guards, only son of the late Admiral.

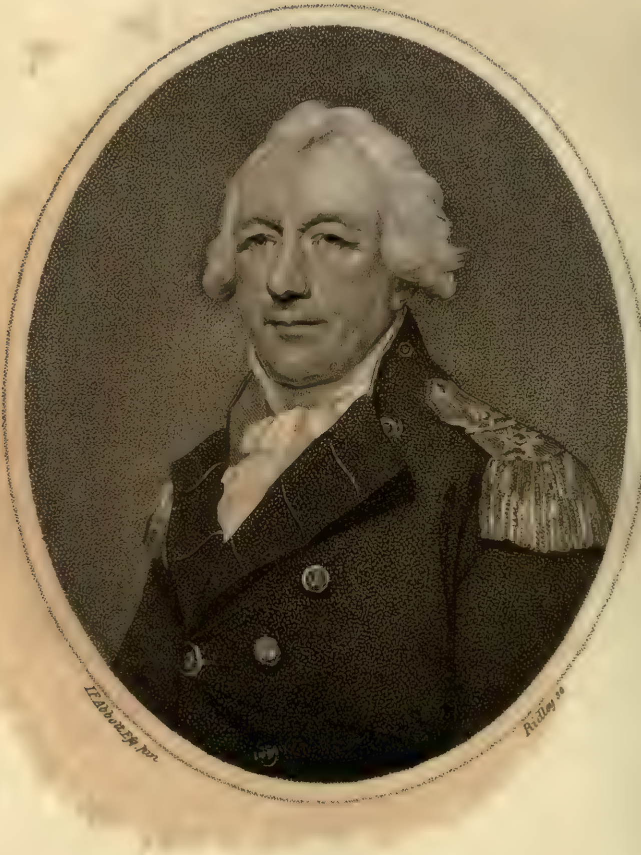
Lately, Mrs. E. Bradshaw, wife of Mr. F. Bradshaw, Master of the Victorious.

At Woolwich Academy, Mr. John Hartwell, aged sixteen, second son of Commissioner Hartwell, of the Navy.

On Wednesday the 21st inst. at her lodgings, in Southampton, Lady Hardy, widow of the late Admiral Sir C. Hardy. She was sitting alone after dinner reading, but falling asleep, her head-dress approached too near the flames of the candle, and caught fire; it communicated to other parts of her dress before her Ladyship awoke; on awaking, and perceiving her situation, she inadvertently ran out into the passage, when the draught of air so much increased the flames, that she was found intirely in a blaze. Immediate assistance was at hand, and she was rolled up in the carpet, which instantly extinguished the fire; but her Ladyship was so dreadfully burnt, that she lingered till four o'clock the next morning, in the most excruciating agonies, and expired.—Such was the presence of mind of her Ladyship, when she discovered her sad situation, that she refrained crying out, lest her eldest daughter, who was in an adjoining apartment, recovering from a dangerous illness, should be alarmed. It is very remarkable that this Lady nearly met with the same fate twice before; the last time she was confined four months from an injury she received from fire, and which then so affected her daughter, that her health has been ever since impaired.

In consequence of a duel.—Feb. 15, a meeting took place between Lieutenant Minster, of the Marines, belonging to his Majesty's ship Monarch, and Lieutenant Christian Laschen, of the Latona frigate, at Queenborough, near Sheerness, when the former was shot dead through the head; and the latter through the body, with very little hopes of his recovery.—They were attended in this unfortunate business by a Marine Officer and a Surgeon's Mate, as seconds, both of whom have absconded. The parties fought at twelve paces distance, and fired at the same instant. Both fell the first shot. The cause of this unfortunate affair originated a few months since, when they both belonged to the Latona frigate, at Elsineur. Some words passed between them when playing at cards, which occasioned a blow; but Captain Sotheron, of that ship, by his well-timed authority, prevented the matter going farther, and made them promise while in his ship they would be quiet, and threatened to bring them both to a Court-Martial if they did not keep the peace. Since the arrival of the Latona at the Nore, the Marine Officer effected a change with an Officer in the Monarch, which was no sooner done than he received and accepted the Navy Lieutenant's challenge.

From the Madras Gazette, May 1800.—The 18th current, on board his Majesty's ship the Dædalus, at sea, after a lingering illness, Henry Sewell, Esq. his Majesty's Naval Officer, and Mayor of Madras, who conducted himself with strict probity, integrity, and honour, in the several important relations in which he was placed. His remains were brought on shore on Monday last, and were interred on the next morning, amidst the pure and unaffected sorrow of the whole settlement, to whom his internal worth and exterior manners were as extensively known as they were universally approved and admired.


L.F.Abbott Esq. pin
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SIR ROBERT KINGSMILL BAR^T.

Admiral of the Blue Squadron

DO WELL & DOUBT NAUGHT

Pub.^d by Bunney & Gold Shoe Lane, March 31. 1801.

BIOGRAPHICAL MEMOIRS OF
SIR ROBERT KINGSMILL, BART.
ADMIRAL OF THE BLUE SQUADRON.

> He who in manhood keeps the defensive, and private passions under the wisest restraint, who forms the most select, and virtuous friendships; who seeks after fame, wealth, and power, in the road of truth and virtue, and if he cannot find them in that road, generously despises them; who in his private character and connexions gives the fullest scope to the tender and manly passions; and in his public character serves his country and mankind in the most upright and disinterested manner; that man is the worthiest character on this stage of life. FORDYCE.

SIR Robert Kingsmill, whose original name was Brice, is the descendant of a very ancient and respectable family long settled at the town of Belfast, in Ireland; he was born about the year 1730. Having from his earliest infancy discovered a predilection in favour of a naval life, he was indulged by his parents in that propensity, and accordingly entered at a proper age into the Royal Navy. In the subordinate ranks of Midshipman, and Master's Mate he constantly displayed a diligent attention to the duties of his station, as well as a care, and a conviction of the necessity of it, far beyond what has generally appeared in the character of youth. Such having been the promising outline and traits of his conduct, he was very deservedly appointed a Lieutenant on the 29th of April 1756. By an unremitting perseverance in the same steps, he established his own credit, he acquired the esteem, the confidence, and the love of all those his superiors in rank with respect to the service under whom he was placed, or under whose cognizance it became possible that his behaviour should fall. After remaining from the commencement of the war, till the beginning of the year 1761, without obtaining any advancement, a circumstance which he endured not only without murmur, but without manifesting any other kind of impatience, than what was produced by the honest wish of distinguishing himself in the service of his country, more conspicuously, than the station which he then was in permitted, he was at the end of the month of January, sent to sea for the first time in an independent station, as acting Commander of the Swallow sloop of war.

His very outset in life as a Naval Commander, was luckily attended with one of those successes, which, though trivial in themselves, are considered even by persons whose minds soar above superstition, as ominous of future prosperity; at least they serve as incentives to exertion. They afford both hope and encouragement to the youth and spirit of an hero, and reconcile him at once to the fatigues incident to his occupation, by permitting him to taste the honours together with the pleasures which almost invariably attend, as the natural consequence, the steady pursuit of it. Being employed in cruising off the coast of France, he fell in with and captured almost without resistance, a privateer belonging to Bayonne, called the Sultan. Equalling as it did in force the vessel which Mr. Kingsmill himself commanded, the adroitness and ease with which he effected his conquest, reflected no less honour on him than he could possibly have acquired by the most hard fought action.

Being confirmed on the 3d of July following in that rank and station which had before been only temporary, and as it were permissive, for it was hourly subject to revocation, he was ordered to the West Indies as Commander of the Basilisk bomb-ketch. This vessel formed one of the armament ordered thither with Rear-Admiral, afterwards Lord Rodney, on an expedition planned against the island of Martinico, which was the most important colony then belonging to the French in that quarter of the world *. The armament, which consisted of the Marlborough, Mr. Rodney's flag-ship, the Modeste, the Vanguard, and Nottingham, all third rates; the Syren frigate; the Grenada, the Thunder, and Basilisk bomb-ketches, sailed from Spithead on the 18th of October, and arrived, after a very prosperous passage, at the island of Barbadoes in the course of the ensuing

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* See vol. i, page 362.

month. Here a strong reinforcement joined them under the orders of Commodore Barton *, who had proceeded to the same rendezvous with a numerous fleet of transports, having

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* This gentleman commanded the Litchfield, of 50 guns, in the year 1758, and being unfortunately wrecked on the coast of Africa, was carried together with his crew into slavery by the Moors, into whose hands he fell. The following extract from the account given of their sufferings by Lieutenant Sutherland, will probably be considered sufficiently interesting to warrant the insertion:—

"The Litchfield left Ireland on November 11, 1758, in company with several other men of war and transports, under the command of Commodore Keppel, intended for the reduction of Goree. The voyage was prosperous till the 28th, when at eight in the evening Lieutenant Sutherland took charge of the watch, and the weather turned out very squally with rain. At nine it was exceeding dark with much lightning, the wind varying from S. W. to W. N. W. At half past nine we had an extreme hard squall; Captain Barton came upon deck and staid till ten, he then left orders to keep sight of the Commodore, and to make what sail the weather would permit. At eleven we saw the Commodore bearing S. but the squalls coming so heavy were obliged to hand the main-top sail, and at twelve o'clock were under our courses.

"November 29, at one in the morning," says Mr. Sutherland, "I left the deck in charge of the First Lieutenant, the light, which we took to be the Commodore's, right ahead bearing south, the wind W. S. W. blowing very hard. At six in the morning I was awaked by a great shock and a confused noise of the men on deck, I ran up thinking some ship had run foul of us, for by my own reckoning, and that of every other person in the ship, we were at least thirty-five leagues distance from land, but before I could reach the quarter-deck the ship gave a great stroke upon the ground, and the sea broke all over her; just after this I could perceive the land rocky, rugged, and uneven, about two cables length from us. The ship lying with her broadside to windward, the masts soon went overboard, carrying some men with them. It is impossible for any but a sufferer to feel our distress, at this time the masts, and yards, and sails hanging alongside in a confused heap, the ship beating violently upon the rocks, the waves curling up to an incredible height, then dashing down with such force as if they would immediately have split the ship to pieces, which we indeed every moment expected. When we had a little recovered from our first confusion we saw it necessary to get every thing we could over to the larboard side to prevent the ship from heeling off, and exposing the deck to the sea. Some of the people were very earnest to get the boats out; contrary to advice, and after much intreaty, notwithstanding a most terrible sea, one of the boats was launched, and eight of the best men jumped into it, but it had hardly got to the ship's stern when it was whirled to the bottom and every one perished, the rest of the boats were soon washed to pieces upon the deck. We then made a raft with the davit capstan-bars and some boards, and waited with resignation for Divine Providence to assist us. The ship was soon filled with water, so that we had no time to get any provision up, the quarter-deck and poop were now the only place we could stand on with any security, the waves being mostly spent by the time they reached us, owing to the fore part of the ship breaking them. At four in the afternoon, on board a considerable part of that army with its camp equipage, battering train, and other necessary appendages, which had just before been so successfully employed in the attack and conquest of the island of Belleisle. A second addition

perceiving the sea to be much abated, one of our people attempted to swim, and got safe on shore. There were a number of Moors upon the rock ready to take hold of any one, and beckoned much for us to come on shore, which at first we took for kindness, but they soon undeceived us, for they had not the humanity to assist any body that was entirely naked, but would fly to those who had any thing about them, and strip them before they were quite out of the water, wrangling among themselves about the plunder, in the mean time the poor wretches were left to crawl up the rocks if they were able, if not, they perished unregarded. The Second Lieutenant and myself, with about sixty-five others, got ashore before dark, but were left exposed to the weather upon the cold sand, and to keep us from starving were obliged to go down to the shore and bring up pieces of the wreck to make a fire, and if we happened to pick up a shirt or a handkerchief and did not give it up to the Moors at the first demand, the next thing was a dagger offered to our breasts. They allowed us a piece of an old sail which they did not think worth carrying off, of which we made two tents, and crowded ourselves into them, every one sitting between another's legs to preserve warmth and make room. In this uneasy situation, continually bewailing ourselves and our poor shipmates upon the wreck, we passed a most tedious night, without so much as a drop of water to refresh us, except what we catched through our sail-cloth covering.

" Nov. 30, at six in the morning we went down with a number of our men upon the rocks to assist our shipmates in coming ashore, and found the ship had been greatly shattered in the night. It being now low water many attempted to swim ashore, some got safe, others perished. The people on board got the raft into the water, and about fifteen men upon it, but they were no sooner put off from the wreck than it was quite overturned, most of the men recovered it again, but were hardly on before it was overturned again; there were only three or four that got hold of it again, the rest perished. During that time a good swimmer brought a rope ashore with much difficulty, which I had the good fortune to catch hold of just as he was quite spent, and had thoughts of quitting it. Some people coming to my assistance we pulled a larger rope ashore with that, and made it fast round a rock. We found this gave great spirits to the poor souls upon the wreck, for it being hauled tight from the upper part of the stern, made an easy descent to any one who had art enough to walk or slide upon a rope with a smaller rope fixed above to hold by. This was a means of saving a number of lives, though many were washed off by the impetuous surf and perished. The flood coming on raised the surf and prevented any more coming at this time, and the ropes could be of no farther use. We then retired from the rocks, and hunger prevailing, we went about broiling some of the drowned turkeys, &c. which, with some flour mixed and baked amongst the coals, made our first meal upon this barbarous coast. We found a well of fresh water about half a mile off, which very much refreshed us; but we had hardly finished this coarse repast when the Moors (who were now grown numerous), drove us every one down to the rocks to bring up empty iron-bound casks, pieces of the wreck which had most iron about them, of strength, particularly in respect to troops, having reached the same port from North America soon afterwards, with General Monckton, who was appointed Commander in

and other things. About three o'clock in the afternoon we had another meal upon the drowned poultry, and finding this was the best we were likely to have, some were ordered to save all they could find, others to raise a larger tent, and the rest were sent down to the rocks to look out for people coming ashore. The surf greatly increasing with the flood, and breaking upon the fore part of the ship, she was divided into three parts, the fore part was turned keel upwards, the middle part was soon dashed into a thousand pieces; the fore part of the poop fell likewise at this time, and about thirty men went with it, eight of whom got ashore with our help, but so bruised that we despaired of their recovery. Nothing but the after part of the poop now remained above water, with a very small part of the other decks, on which our Captain and above one hundred and thirty more remained expecting every wave to be their last. Every shock threw some off, few or none of whom came on shore alive; during this distress the Moors laughed very loud, and seemed much diverted when a wave larger than common threatened the destruction of the poor tottering souls upon the wreck. Between four and five o'clock the sea was much decreased with the ebb, the rope being still secure they began to venture upon it: some tumbled off and perished, others got safe ashore. About five we beckoned as much as possible for the Captain to come upon the rope, as this seemed to be as good an opportunity as any we had seen, and many came safe with our assistance. Some told us that the Captain was determined to stay till all the men had quitted the wreck. However we still continued to beckon for him, and just before it was dark we saw him come upon the rope, he was close followed by a good able seaman, who did all he could to keep up his spirits and assist him in warping. As he could not swim, and had been so many hours without refreshment, with the surf hurling him violently along, he was no longer able to resist the violence of the waves, but had lost his hold of the great rope, and must unavoidably have perished had not a wave thrown him within reach of our ropes, which he had barely sense left to catch hold of. We pulled him up, and after resting a little while upon the rocks, coming to himself, he walked up to the tent, desiring us still to continue to assist the rest of the people in coming ashore. The villains of Moors would have stripped him, though he had nothing on but a plain waistcoat and breeches, if we had not plucked up a little spirit and opposed them, upon which they thought proper to desist. The people continued to come ashore, though many perished in the attempt; but the Moors growing tired with waiting for so little plunder, would not let us stay upon the rocks, but drove us all up. I then, with the Captain's approbation, went and made humble supplication by signs to the Bashaw, who was in his tent with many other Moors, dividing the valuable plunder. He understood me at last, and gave us leave to go down, sending some Moors with us; we carried firebrands down to let the poor souls upon the wreck see we were still there ready to assist them. About nine at night finding no more men venture upon the rope as the surf was again greatly increased, we retired to the tent, leaving, by the last man's account, between thirty and forty souls upon the wreck. We now thought of stowing every

Chief, the combined force proceeded immediately towards the object of its vengeance, after the necessary arrangements, or dispositions were made, and arrived off the island of Martinico on the 7th of January.

body in the tent, so began by fixing the Captain in the middle, then made every one lie down upon their side, as we could not find them a breadth; but after all there were many took easier lodgings in empty casks.

"December 1. Moderate and fair weather. In the morning the wreck was all in pieces upon the rocks, and the shore quite covered with lumber. The people upon the wreck all perished about one in the morning. At one in the afternoon we called a muster, and found our number to be two hundred and twenty, so that there were one hundred and thirty drowned.

"Dec. 2. Moderate and fair weather. We subsisted entirely on the drowned stock, with a little salt pork to relish it, and the flour made into cakes, all which we issued regularly and sparingly, not knowing whether we should have any thing from the Moors or not, as they still continued to be very troublesome, wanting to rob us of the canvass which covered our tent. At two in the afternoon a black servant arrived, sent by one Mr. Butler, a Dane, Factor to the Danish African company at Sallee (a town about thirty miles off), to inquire into our condition, and give us assistance. The Captain wrote him a letter, the man having brought pens, ink, and paper; finding there was one who offered us help, it greatly refreshed our heavy hearts.

"Dec. 3. Moderate weather, sometimes rainy. In the afternoon we received a letter from Mr. Butler, with some bread and a few other necessaries.

"Dec. 4. Moderate weather. The people were employed in picking up pieces of sail, and what else the Moors would permit them. We put the people into messes, and served the necessaries we received the day before. They had bread and the flesh of the drowned stock. In the afternoon we received another letter from Mr. Butler, at the same time we had a letter from Mr. Andrews, an Irish gentleman, a merchant at Sallee. The Moors were not so troublesome now as before, most of them going off with what they had got.

"Dec. 5. Squally weather with rain. The drowned stock was all expended, the people employed at low water in gathering muscles. At ten in the morning Mr. Andrews arrived, and brought a French surgeon with him, with some medicines, which many of the bruised men stood in very great need of.

"Dec. 6. Squally rainy weather. We served one of this country blankets to every two men, and pampooses (a sort of slippers), to those who were most in need of them. These supplies were brought by Mr. Andrews. The people were forced to live on muscles and bread, these villanous Moors having deceived us and not returned, though they promised to supply us with cattle.

"Dec. 7. Dirty squally weather, with rain. The people employed in gathering muscles and limpits. The Moors began to be a little civil for fear the Emperor should punish them for their cruel usage of us. In the afternoon a messenger arrived from the Emperor at Sallee with orders in general to the people to supply us with provisions. Accordingly they brought us some poor bullocks and lean sheep, which Mr. Andrews purchased for us, but at this

The attack of the batteries which defended the coast of St. Anne's Bay, where it was agreed the debarkation should take place, was of necessity the first measure undertaken.

time we had no pots to make broth in, and the cattle were scarce fit for any thing else.

" Dec. 8 and 9. Squally weather with rain.

" Dec. 10. In the morning we got every thing ready to march to Morocco, the Emperor having sent orders for that purpose, and camels to carry the lame and the necessaries. At nine we set out with about thirty camels, having got all our liquor with us divided into hogsheads for the conveniency of carriage on the camels. At noon we joined the crews of one of the transports and a bomb tender that were wrecked about three leagues to the northward of us, then every body was mounted upon camels except the Captain. We never stopped till seven in the evening, when they procured us two tents only, which would not contain one-third of the men, so that most of them lay exposed to the dew, which was heavy and very cold. We found our whole number to be three hundred and eighty-eight, including officers, men, and boys, three women, and a child, which one of the women brought ashore in her teeth.

" Dec. 11. We continued our journey attended by a number of Moors on horseback. At six in the evening we came to our resting place for the night, and were furnished with tents sufficient to cover all the men.

" Dec. 12. At five in the morning we set out as before, and at two in the afternoon saw the Emperor's cavalcade at a distance. At three a relation of the Emperor's, named Muley Adriss, came to us, and told the Captain it was the Emperor's orders he should that instant write a letter to our Governor at Gibraltar to send to his Britannic Majesty to know whether he would settle a peace with him or not; Captain Barton sat down directly upon the grass, and wrote a letter, which being given to Muley Adriss, he went and joined the Emperor again. At six in the evening we came to our resting place for the night, and were well furnished with tents, but very little provision.

" Dec. 13. We were desired to continue here till the men were refreshed, which they were much in need of. They brought us more provision than before. This morning Lieutenant Harrison, commanding Officer of the soldiers belonging to Lord Forbes's regiment, died suddenly in the tent; in the evening, while we were burying him, the inhuman Moors disturbed us by throwing stones and mocking us.

" Dec. 14 and 15. We found the Moors had opened Lieutenant Harrison's grave and stripped the body.

" Dec. 16. We continued our journey, at four in the afternoon came to our resting-place, pitched the tents, and served the people with provisions. Here some of the country Moors used our people ill; as they were taking some water from a brook, the Moors would always spit in the vessel before they would let them take any away. Upon this some of us went down to inquire, but were immediately saluted with a shower of stones; we run in upon them, beat some of them pretty soundly, put them to flight, and brought away one who defended himself with a long knife. This fellow was severely punished by the alcaide who had the charge of conducting us.

" Dec. 17 and 18. We proceeded on our journey, at three in the afternoon came to the city of Morocco, without having seen one dwelling house in the

It was the indispensable preliminary, ere the landing of the troops could be effected, and it was that particular species of service only in which vessels of the same description with

whole journey. Here we were insulted by the rabble, and at five were carried before the Emperor, surrounded by five or six hundred of his guards. He was on horseback before his palace-gate, that being the place where he distributes justice to his people. He told Captain Barton, by an interpreter, that he was neither at peace or war with England, that he would detain us till an Ambassador came from England to settle a firm peace. The Captain then desired that we might not be used as slaves. He answered hastily, we should be taken care of. Then we were directly thrust out of his presence, conveyed to two old ruined houses, and shut up amidst dirt and innumerable vermin of all sorts. Mr. Butler (being here upon business,) came and assisted us with victuals and drink, and procured liberty for the Captain to go home with him to his lodgings, he likewise sent some blankets for the Officers, with which we made a shift to pass the night tolerably comfortable, as we were very much tired and fatigued.

"Dec. 21. At nine in the morning the Emperor sent for the Captain and every Officer to appear before him. We immediately repaired to his palace, where we remained waiting in an outer yard two hours, in the mean time he diverted himself with seeing a clumsy Dutch boat rowed about a pond by four of our petty officers. About noon we were called before him, and placed in a line about thirty yards from him. He was sitting in a chair by the side of the pond with only two of his chief alcaides by him. After viewing us some time he ordered the Captain to come forward, and asked him a good many questions concerning our navy, and where our squadron was going. We were also called forward by two and three at a time as we stood according to our rank, then asking most of us some very insignificant questions, and taking some to be Portuguese because they had black hair, and others to be Swedes because they had white hair, he judged none of us to be English except the Captain, the Second Lieutenant, and myself, and the Ensign of the soldiers; but assuring him we were all English, he cried "Bonno," and gave a nod for our departure, to which we returned a very low bow, and were glad to get to our old ruined house again. Our number at this time was thirty from highest to lowest.

"Dec. 25. Being Christmas day read prayers to the people as usual in the Church of England. The Captain received a present of some tea and loaves of sugar from one of the Queens, whose grandfather had been an English renegado.

"Dec. 26. This afternoon we heard the disagreeable news that the Emperor would oblige all the English here to work the same as the other Christian slaves, except the Officers that were before him on the 21st instant.

"Dec. 27. At seven this morning an alcaide came and ordered all out to work, except those who were sick, and by intercession eight were allowed to stay every day as cooks for the rest, which they took by turns through the whole number. At four in the afternoon the people returned, some having been employed in carrying wood, some in turning up the ground with hoes, and others in picking weeds in the Emperor's gardens. Their victuals were got ready by the time they came home.

that commanded by Mr. Brice, could be most materially useful. So rapid and so powerful was the assault, that the enemy were driven from all their works in the space of a very few hours, and the landing of the troops was of course effected without any molestation or trouble whatever. In the subsequent operations Captain Brice was, from the nature of his command, but trivially concerned. The whole island of Martinico having submitted to the British arms on the 13th of February, all the rest of the French possessions and colonies in that part of the world, as though considering resistance was fruitless against men who had so rapidly forced some of the strongest fortified holds either in that or any other country, immediately surrendered, and the islands of St. Lucia, Granada, together with St. Vincent, passed into the possession of the conquerors of their countrymen without the smallest attempt towards defence.

This service being so successfully accomplished, Mr. Brice was ordered back to England, and immediately on

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" Dec. 28. All the people went to work as soon as they could see, and at four in the afternoon they returned. Two of the soldiers had one hundred bastinadoes each for behaving in a disrespectful manner while the Emperor was looking at their work.

" Dec. 30. Captain Barton received a kind message from the Emperor, with his leave to ride out or take a walk in his gardens with his Officers.

" From this time the men continued in the same state of slavery till April, when their ransom having been settled, they set out for Sallee, attended by a bashaw and two soldiers on horseback. They had a skirmish the fourth day of their march with some of the country Moors. It began by some of our men in the rear stopping to buy some milk at a village, for which the Moors wanted them to pay an exorbitant price after they had drank it, which the men would not comply with. Upon this the Moors began to beat them which the men returned, and more coming to assist, they maintained a smart battle till they grew numerous, in the mean time some rode off to call the guard, who instantly came up with their drawn scymitars, and dealt round them pretty briskly. In the interim we were not idle, and had the pleasure to see the blood trickling down a good many of their faces. The guards seized the chief man of the village and carried him with us to the bashaw who was our conductor, who having heard the cause, dismissed him without farther punishment, in consideration of his having been well drubbed by us.

" On the 22d of April we got to Sallee, and pitched our tent in an old castle, whence we soon afterwards embarked on board the Gibraltar, which landed us at Gibraltar on the 27th of June."

his arrival appointed to command one of the yachts then equipping for the purpose of conveying from Stade, the Princess Charlotte of Mecklenburg, the betrothed Queen to his present Majesty, together with her suite. This honourable and complimentary command was not held, however, without danger, the whole fleet being assailed by a most tremendous storm of long continuance, in the course of which not only the yachts, but the ships of war which convoyed them, were in the utmost peril. Nevertheless, seamanship and exertion enabled them all to weather it, and bring their illustrious charge to England in perfect safety. The yacht being paid off, Captain Brice remained unemployed from the conclusion of the year 1761 till the 26th of May in the ensuing spring, when he was raised to the rank of Post Captain, and appointed to the Crescent frigate. He was immediately consequent to this advancement ordered to the West Indies, where the war (which subsequent to the reduction of the French possessions, as already related, had as it were, through necessity, languished) had a period put to its fretful life, by the treaty of peace signed at Fontainbleau on the 10th of February 1763.

This circumstance did not cause the return of Captain Brice to Europe, for he continued to remain in the same quarter, the Crescent having been appointed one of the stationed ships on the peace establishment, till the end of the year 1764; being then ordered to England, he was paid off early in the ensuing spring, and retired for a time from the fatigues of a long, laborious, and uninterrupted service, to the relaxation attendant on private life, and the comforts of domestic society. In 1766, he married Miss Kingsmill, a Berkshire lady of very respectable family, and in consequence of that union obtained possession of a very considerable landed property, and likewise received his Majesty's permission to assume the name of Kingsmill, which he consequently has ever since borne. The activity of his mind being rather ill suited to the nature of the service required in time of profound peace; his pecuniary circumstances very affluent, and himself possessing no desire to encounter the fatigue and trouble of a naval life when he could so very immaterially contribute to the service of his country; he declined accepting any commission from the time of his quitting the Crescent till the beginning of the year 1778, when the insidious conduct of the Court of France rendering a rupture more than probable, and holding forth indeed every expectation of a long, severe, and bloody contest, he quitted without the smallest regret the pleasures of retirement, together with all those social comforts which he had for so many years uninterruptedly enjoyed, and accepted the command of the Vigilant, a third rate, of 64 guns, then under equipment for the channel or home service.

In this ship he was present on the 27th of July following, at the memorable encounter which took place off Ushant between the French fleet commanded by the Count D'Orvilliers, and that of Britain by Admiral Keppel, and although very materially engaged, yet was so fortunate as to have no more than two of his people killed, and three wounded. The rage of party, and the known independence of Captain Kingsmill's principles, caused, as it is reported, the country to lose the advantage of his knowledge and abilities during the greater part of the war which had then commenced. The Vigilant being ordered at the conclusion of the year to the West Indies, this gentleman removed from that ship, and was not appointed to any other till after the great political revolution which took place in the month of April 1782. Not long after this, he received a commission appointing him to command the Elizabeth, of 74 guns, a ship which had immediately before received so complete a repair as to be considered nearly equal to one just launched. The delays which unavoidably impede even the civil departments of the naval service, in a time of war, prevented the ship just mentioned from being ready for sea at the time the late Earl, then Lord Viscount, Howe sailed for the Streights to attempt the relief of Gibraltar, in the face of the combined fleets both of France and Spain.

Grievous must have been the disappointment to an Officer possessing so much energy, and activity of mind, so much true zeal to distinguish himself in the service of his country, at finding himself precluded by unavoidable circumstances from being personally concerned in an enterprize which appeared to promise such great opportunity of acquiring renown. During the absence of this armament he was appointed to conduct a small squadron, of which the Elizabeth formed a part, that was ordered to be fitted for the East Indies. The great exertions made by the French to acquire a naval superiority in that quarter, had already rendered it necessary to augment the British fleet on that station to a far greater extent than had ever before been requisite. It amounted at this time to eighteen ships of the line, divided into three squadrons, under the orders of Sir Edward Hughes, as Commander in Chief, Commodore King, and Sir Richard Bickerton. The information, however, that was received of a continuance of exertion on the part of the enemy, added to the acknowledged abilities of the Count de Suffrein, who commanded their fleet, rendered it properly expedient, in the opinion of the British Ministry, to send thither a still farther reinforcement.

The delays naturally incident to the complete equipment of a naval force, intended for long and active service on a far distant station, were very considerably augmented by the inclemency of the weather, generally incident to the winter season, so that it was the 17th of January before Captain Kingsmill was enabled to sail from Spithead. The force under his orders consisted of the Elizabeth (his own ship), with the Grafton, of 74 guns, the Europe, of 64, and the Iphigenie frigate, of 32. Misfortune and adversity attended and pursued this armament from the first moment of its departure. After it had with much difficulty reached the Bay of Biscay, a continued tempest, rendered still more inauspicious from the wind which occasioned it, being adverse to the intended course of the squadron, completely dispersed all the ships which composed it, the greater part of them were not only completely dismasted, but so much shaken and injured in their hulls by the repeated shocks of the sea, that it was with the greatest difficulty some of them were prevented from foundering. They all, however, were fortunate enough to effect their return in safety, and Captain Kingsmill, who with the most unremitting perseverance, strove to make his passage, though separated from all his companions, was at length, notwithstanding he was more fortunate in having sustained less injury than they had done, compelled to put back. He returned to Spithead on the 1st of February, with the loss of all his top-masts; and the preliminaries of general peace between Great Britain, France, Spain, Holland, and the United States of America, having been concluded at the commencement of the year 1783, the necessity of sending any farther naval reinforcement to the East Indies became of course superseded. The Elizabeth was, nevertheless, ordered to be retained in commission, being one of those intended for a guardship on the peace establishment. A continuance in the same command being offered to Captain Kingsmill as a very proper compliment, and as a proof of the value set on his former services, he accepted the offer, and continued to command the Elizabeth during the three years ensuing, which is the period customarily allotted to appointments of that nature.

After quitting the Elizabeth, he once more returned to those domestic enjoyments which he had so willingly estranged himself from, when he considered the tender of his best services a duty which his country required of him. In 1790, when the insolent behaviour of the Court of Spain, or rather of certain officers acting under its orders, had rendered the apprehension of a serious dispute with that country relative to Nootka Sound, very general, Captain Kingsmill was among the first Officers who received commissions on that occasion. The ship to which he was appointed was the Duke, of 90 guns; but the spirited conduct of the British Ministry having convinced the Spaniards that they had no advantage to expect from procrastination; no reason to expect a relaxation from the just demand made on them, nor any hope of benefit from the inertness, and inactivity of their antagonists, the former thought proper to avert the impending horrors of war, by manifesting a proper disposition and intention of making every apology and reparation, for the injury that was demanded. The affair being thus amicably compromised, the Duke, as well as all the other ships equipped on the occasion, were immediately put out of commission, a circumstance which closed the services of Captain Kingsmill in the rank he then held.

England, after a state of tranquillity, which, though it continued more than two years, was not unattended with much anxiety, owing to the civil disturbances then subsisting in France, and the very turbulent conduct of those people towards every country, whither their intrigue, their murderous principles, or their ravages were capable of extending their effects: found itself suddenly, though perhaps not unexpectedly, involved with the other countries which had preceded them in misfortune, in the general convulsion which appeared to threaten the total subversion of every social principle, and every wise regulation of what is called government, throughout the greater part of Europe. To enter into any disquisition or discussion of the causes which produced this dangerous and destructive political system, were, in this place, totally irrelevant; suffice it to say, that Britain considering it absolutely incompatible with her internal safety, and the welfare of her subjects, to continue any longer a silent spectator of those horrors which she beheld gradually approaching towards her, without, at least, attempting to divert the dreadful current, resolved no longer to brook those indignities which were hourly attempted to be forced upon her, and at the commencement of the year 1793, came to the resolution of equipping a sufficient force to withstand those attacks with which she was so vauntingly, and insolently threatened.

A promotion of Flag-Officers followed almost as a natural consequence, this resolution. On the 1st of February 1793, Mr. Kingsmill was promoted to the rank of Rear-Admiral of the White Squadron, and had scarcely experienced this advancement, ere his merits were still farther rewarded by his being appointed to command in chief on the Irish station. Taking all the concomitant circumstances into consideration, no appointment whatever, perhaps, was more judiciously made on any occasion; as an Officer his judgment, his zeal, and his prudence, appeared to point him out as peculiarly fitted to a command which certainly required all those different traits of conduct. His gallantry and activity in any case of sudden emergency were indubitable, and the private, the personal (if it may be so termed) qualification of his being a native of the country, marked him out, independent of every other circumstance, as a man that must be peculiarly grateful to those among whom in some cases it might be necessary for him to display his authority. The event fully established the truth of that theoretical reasoning on which it may be supposed the appointment itself was founded, while his private demeanour most deservedly acquired him the love, the esteem, and the affection of those who were unconnected with the service, his public conduct not only raised the highest esteem in all those persons who served under his orders, but in those who had most judiciously confided to him so important a trust.

The passage between Ushant and Cape Clear intersects, as it is well known, the track of all ships bound to England from the East or West Indies, the Levant, and in short every other quarter of the world, the Baltic, and Ports of Sweden or Denmark excepted, together with a very inconsiderable portion of ships, who, warned of any peculiarly imminent danger, have sometimes gone north about. The advantage which has rewarded on many occasions, particularly in former wars, the cruisers, as well those belonging to the King as to private persons, who devote their time and attention to this marauding service; encouraged an unremitting perseverance, that required the strictest attention to prevent from becoming most extremely injurious to the British commerce. To adopt the term commonly used to express the peculiar situation of naval affairs in that quarter; the entrance of the Irish and English Channels became, from the instant hostilities commenced, most grievously infested by cruisers belonging to the enemy, of all descriptions. The injury effected against the British trade in consequence of this measure, might have been of the most serious kind, if the utmost diligence, surmounted by activity, had not been used in counteraction of it. The mere list of vessels, many of them considerable in point of force, which fell into the hands of different cruisers acting under the orders of Sir Robert, would form of themselves a proof sufficiently indelible of that right to public applause, which his conduct justly procured him. Scarce a month passed for a considerable period without the capture of some vessel of consequence; but these successes were trivial in comparison with that which he had the fortune to effect in the month of June 1796. A squadron of frigates consisting of four sail, had been fitted out at Brest for the express purpose of committing depredations against the British trade in that particular quarter. The vessels composing it were selected with the utmost care, and considered of the first character as sailers in the whole French navy. They were manned with chosen crews, and commanded by officers held in the highest estimation for gallantry and nautical knowledge. Notwithstanding these precautions, the enemy had scarcely made their appearance on the station ere they were met, engaged, defeated, and captured. The first dawning of this progressive success was announced in the following plain narrative, officially communicated by the Vice-Admiral to the Secretary of the Admiralty:—

"SIR,

"By my last of the 10th instant, you were acquainted, for the information of my Lords Commissioners of the Admiralty, that his Majesty's ships Unicorn and Santa Margarita, part of the squadron under my orders, had sent in a large ship, under Swedish colours, laden with Dutch property from Surinam; and that Lieutenant Carpenter, of the Unicorn, who brought her here, told me he had left our ships in chase of three sails, supposed to be enemies.

"Their Lordships will now have the satisfaction of being informed that those three sail were French frigates, *viz.* La Tribune, of 40 guns, La Tamise, of 36 guns (formerly the Thames), and La Legere, of 24 guns, under the command of Commodore Moulston. Notwithstanding that superiority, his Majesty's two frigates, immediately on ascertaining what they were, crowded sail after them; upon which the enemy formed in a line of battle, but shortly after declining to come to an action, they separated and endeavoured to escape. Captain Williams, in the Unicorn, pursued the largest, La Tribune, and I have no doubt will give a good account of her, while Captain Martin chased and came up with La Tamise, which struck to him after a smart action, wherein thirty-three of the enemy were killed, and nineteen wounded; and only two men were killed and three wounded, on board the Santa Margarita. Unluckily, as the Legere could not be attended to during this chase and engagement, she got off.

"Their Lordships will find more particulars on this subject in the inclosed letter to me from Captain Martin, who is safely arrived here with his prize; which capture is the most active and successful of all the enemy's cruisers against our trade.

"The credit of the British name has been so eminently well supported on this occasion, by the zeal, spirit, and judgment with which his Majesty's ships were conducted, that it becomes wholly unnecessary for me farther to express my sense of the merits of their Captains, Officers, and crews. I am, Sir, &c.

"R. KINGSMILL."

To render this success complete in every respect, the Legere was captured in a few days afterward. "I have the satisfaction," says the Admiral, in his official dispatch, "of acquainting you, for the information of my Lords Commissioners of the Admiralty, that the whole of the squadron which had sailed from Brest, under the orders of Commodore Moulston, is in our possession; La Legere, a fine coppered corvette, of 22 guns, being now brought in here by his Majesty's ships Apollo and Doris. Separated as those ships were, the capturing of them is a rare instance of success, and a proof of the activity of his Majesty's cruisers on that station."

"Separated as they were," was a term peculiarly apposite and modest, in respect to the situation of this luckless squadron, and the circumstances, under which it passed into the hands of the British. The Proserpine, of 44 guns, which, according to the letter of Captain Williams, who at that time commanded the Unicorn, and captured the Tribune, had parted from her companions on the evening preceding the first action, in a fog, was captured four days afterward off Cape Clear, by Lord Amelius Beauclerk, who commanded the Dryad.

To pass over a variety of inferior successes which took place during the remainder of the year, and which were of themselves sufficient to have acquired Admiral Kingsmill the highest credit, even had the superior successes of the officers and men acting under his orders been wanting. The conclusion of the year was productive of an event and plan of operations set on foot by the enemy, which had in its intention nothing less than the reduction of all Ireland. A very formidable armament, consisting of no less than seventeen ships of the line, with twenty-seven frigates, cutters, or other vessels, having a considerable body of troops on board, sailed from Brest in the hopes of effecting an immediate descent on the south of that island. This formidable force consisted of the following ships. The list of them, together with their fate, will in all probability prove considerably interesting:

SHIPS OF THE LINE.

	Guns.		*Guns.*
L'Indomptable, - -	80	Les Droits de L'Homme,	74
Le Redoutable, - -	74	driven on shore by the	
Le Patriote, - -	74	Indefatigable and Amazon;	

	Guns.		*Guns.*
L'Eole,	74	Le Tourville,	74
Le Trajan,	74	Le Watigny,	74
Le Cassard,	74	La Constitution,	74
Le Nestor,	74	Le Seduisant, lost,	74
Le Pluton,	74	Le Pegase,	74
Le Fougeux,	74	Le Revolution.	74
Le Mucius,	74		

SHIP CUT DOWN.

Scævola, foundered, - - - - 40

FRIGATES.

La Fraternité,
L'Immortalité,
La Resolue,
La Bellone,
La Surveillante, scuttled,
La Syrène,
L'Impatiente, lost,
Le Tortu, taken,
La Bravoure,
La Fidèle, run down,
La Romaine,
La Charente.

CORVETTES.

L'Atlante, taken,
Le Voltigeur,
La Mutine, taken,
Le Rénard,
La Vautour,
L'Affronteur,

SHIPS ARMED EN FLUTE.

Le Suffrein, taken,
Le Nicomède,
La Justine, taken, afterwards lost,
La Ville de L'Orient taken,
L'Allègre, taken,
L'Experiment.

CORSAIRS.

Le Patriote,
Lazare Hoche.

It were a needless waste of time to enter into any other particular detail of the disasters that attended this ill-fated armament. The moment was critical, and, though succoured by Providence, as the arms of Britain appeared to be, it certainly required the most consummate intelligence and share of ability to enable a Commander, at the head of no greater force than that which was commanded by Mr. Kingsmill, to stem, or hold himself in readiness to oppose even the shattered remains of that armament, which, after all its misfortunes, still threatened him with attack. The discomfiture of this expedition naturally procured a cessation from any similar attempt for several months; and Mr. Kingsmill's cruisers were of necessity compelled to be content with resuming their former less interesting occupation against privateers, or such casual cruisers, as in despite, not only of their want of success, but the still more serious misfortunes that attended them of being almost constantly captured, still maintained sufficient hardiness to attempt a continuance of their predatory war.

Few periods more momentous than the preceding have ever existed in the history of any country in the universe, and it was singularly fortunate, without meaning the smallest reflection on any other of the noble, and brave persons his cotemporaries, who were then in the service, that Mr. Kingsmill should at that time hold the command on that station. As a native of the country he was dear to them as a brother; and by his conduct as an Officer, placed among them in a situation not highly unlikely to have created disgust and dislike, he had universally endeared himself to them as a friend and protector. All these qualities and qualifications were, it must be universally admitted, peculiarly necessary at so critical a period as that alluded to. Ireland passed without experiencing the smallest inconvenience, into a state of perfect tranquillity, and continued so for a considerable space of time subsequent to the invasion, unmolested by foreign, and unvexed by internal foes.

The duties and attention of Vice-Admiral Kingsmill did not, however, cease or relax in consequence of the lately impending danger being completely averted; repeated captures continued still to add as well to the reputation of the Commander in Chief, as of those who immediately acted under his instructions. For a period of more than twelve months, public affairs continued to flow in the same regular channel; at length the perturbed and seditious spirits of those domestic enemies whose hopes had on the former occasion been crushed, having acquired new vigour from the extensive promises of assistance held forth to them by France, burst forth at once with all the violence of a volcano, the effects of which appeared as threatening to shake the whole country, even to its very foundation.

Difficulties and political dangers appeared consequently to rise, in dreadful climax above each other. Although no force belonging to the enemy was sufficient to contend even with the light cruisers which Mr. Kingsmill had the direction of, yet his situation was evidently more irksome than it would have been provided he had been under the necessity of entering into a fair and regular conflict against a foe far superior to him in force. In the latter instance, his own abilities might have been called into action in their fullest extent; and, aided by the bravery of his followers, might have promised every reasonable hope of effecting the most extensive success, which, allowing for the disproportion of force, could possibly have been gained; but, circumstanced as he stood at that awful moment, he had to contend against a numerous and treacherous host of foes, not formidable, perhaps, in point of real strength, but capable of effecting the deepest mischief. Aided as the arrival of succour was, by the encouragement which the discontented held forth, it became necessary to guard with the most scrupulous attention every creek, every inlet, throughout a long extent of coast; and the casual or unavoidable omission with respect to any of those points at which it was possible to introduce support, might have occasioned the long, if not the fatal, prolongation of that system of warfare which actually deluged a considerable part of the country, and appeared to threaten the desolation of the whole.

Sixteen months afterward, however, France resumed her project, and exposed herself a second time to the gallantry of the British navy. The Hoche, a ship of the line, eight frigates, a schooner, and a brig, found an opportunity of clearing Brest harbour. They had on board nearly 5000 troops, together with great quantities of arms and stores of all kinds, so that they were well prepared to make a powerful effort. Capt. Countess, in the Ethalion, to whose judicious management the fortune of the day ought, perhaps, in a great measure to be attributed, kept the enemy continually in sight, from the moment of its leaving its port, on the 17th of October 1798, when Lord Bridport was driven off his station. This excellent Officer had been detached by Captain Keats of the Boadicea, to watch the motions of the squadron, with the Anson and Amelia frigates, together with the Sylph brig under his orders. He continued watching the enemy's ships till the 10th of November, when, having ascertained their real situation, he ordered Captain Herbert of the Amelia, to go in quest of some of the divisions of the British fleet, which he knew were off the northern coast of Ireland. On the 11th Captain Countess himself fell in with Sir John Borlase Warren, whom he acquainted with the approach of the enemy. Happily, meanwhile, the vigilance of the Board of Admiralty had procured the most accurate information of the ultimate destination of the Brest squadron, and nothing could have been better directed than the stations of the British fleet.

No sooner had the enemy's ships appeared off the Irish coast, than Admiral Kingsmill was made acquainted with their situation, and his cruisers displayed the utmost activity in intercepting such of the French as escaped from the general action, the glory of which fell to the share of that gallant Officer Sir John Borlase Warren. When that action commenced, the wind was at N. W. As the frigates that had troops on board, though they fought valiantly when once engaged, avoided coming into action as much as lay in their power, no regular line was preserved; and as the British ships were very much dispersed in the chase of the enemy, only a part of them could get into action. The Robust, of 74 guns, Capt. Thornborough, bore the brunt of the engagement with the Hoche, which ship was fought in a very gallant manner for upward of three hours. She was the finest ship of her rate in the French navy, almost new, and fitted out with uncommon care. Beside the Hoche, four frigates were taken, two of which were the Immortalité and the Coquille. Three frigates that escaped, anchored in Donegal Bay on the following day, and one of them sent a boat on shore with sixty men, who, in attempting to land, were repulsed by the Mount-Charles yeomanry, commanded by Captain Montgomery. At the time these frigates escaped, they, steering to the southward, were chased by the Canada, the Foudroyant, and the Melampus, which ships, however, except one captured by the Melampus, they out-sailed *.

When the circumstances which preceded this event are seriously considered, the mind of every well-wisher to his country sinks back as if in dismay from an abyss of danger, which he had, as it were miraculously, escaped. To the already inflamed minds of the seditious, the most trivial addition of assistance became, as was manifested by the forlorn hope landed a short time before under the orders of General Humbert, the most material encouragement. When it is reflected that the number of troops intended to be introduced into Ireland by the armament whose discomfiture has just been related, amounted to five times that number which had just before alarmed Ireland, from the centre to the utmost extremities, on all sides, it cannot remain a wonder to every lover of peace and every well-disposed member of society, that its discomfiture should cause a universal joy. The delay of a few hours, whether occasioned by accident or want of diligence, would inevitably have proved of the utmost consequence, and Britain had to felicitate herself that Providence, in conjunction with the bravery of the Officers and seamen whom she employed, had, to speak least consequentially of the event, prevented a most dreadful effusion of blood.

Warned by experience, intimidated by facts, and rendered totally averse to any repetition of the same species of event, France, and its temporary Government, appeared to rest

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* For farther particulars respecting this action, see vol. iii. p. 352.

satisfied that the discomfiture just experienced was an insurmountable barrier to all future hopes. Devoid of the more potent antagonists, the Admiral was again compelled to confine his views against those whose utmost efforts might indeed irritate, and partially injure individuals belonging to the community, but whose direful attacks need never be apprehended, on a national ground, as in the slightest degree consequential. Mr. Kingsmill continued occupied on the same station, industriously employing the same means which he had before exerted, and with so much effect, against the enemies of his country, till toward the conclusion of the year 1800, when he resigned his command to Sir Alan, now Lord Gardner, and has never accepted of any subsequent naval employment.

A recapitulation of the honours and compliments repeatedly paid to this gentleman * by the most respectable corporate bodies and the noblest individuals, would far exceed those limits which necessity prescribes to this species of Biography. Suffice it to say, the frequent repetition of them, and the warmth exultingly displayed by the parties in paying what was considered as a bare tribute of justice to the worth of their protector, were sufficient to prove that few men could have been fortunate enough to equal him in their esteem, and none to exceed him.

On the 4th of November 1800, just at the time he quitted the Irish command, Mr. Kingsmill was raised to the dignity of a Baronet of Great Britain, and certain it is, that no man ever received an honour which he had more honourably, and justly earned.

HERALDIC PARTICULARS.

ARMS.] Argent a chevron ermines between three Fers de Moline pierced and semé of cross crosslets fitchy sable, a chief of the second.

CREST.] On a wreath, a cubit arm vested argent, cuff ermines, in the hand proper a Fer de Moline, as in the Arms.

MOTTO.] Do Well, doubt Naught.

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* See vol. iv. page 247.

ESSAY ON THE DUTY OF A CAPTAIN.

Written to the late Captain O'BRIEN.

IN compliance with your request, my son, I here freely give you my thoughts in writing to peruse at leisure, as they have occasionally occurred to my memory, on the duty of a captain, the disposition and discipline of a fleet, &c. to the utmost of my ability and observation, which I hope may serve you as useful hints hereafter, when you may arrive at a command, to improve, and further enlarge upon, as time and experience may furnish you with frequent opportunities, till when take the following rules, and general remarks for your present instruction and information.

First then, to begin with the Captain's duty; which, that I may expatiate upon with the greater freedom, and give the less offence in my sentiments and opinion of so honourable a trust, my parental affection for you, my son, leads me, for the present, to suppose you the person just entering upon the command of one of his Majesty's ships entrusted to your care and conduct.

Let me then recommend to you, on your first appearance on board to your Officers and men (as from your carriage at the beginning they will take more or less favourable impressions of your future conduct and behaviour), to put on, not that disgustful air of haughtiness and pride so natural to little minds intoxicated with that deference paid by those around them, when, on the contrary, the becoming dignity of an Officer who never loses sight of the gentleman, will gain you the respect and esteem both of your Officers and men, who will by such deportment always obey your orders with pleasure and alacrity. A pleasing consideration this, to establish a character on so happy and exemplary a basis.

As the Captain will naturally inquire into the state, and condition of the ship of each Officer in his respective station, he should always be cautious to express himself with propriety, that his Officers may see he understands every thing relative to their several duties, as well as his own, and judge from their answers wherein they excel and where deficient, as he may have occasion to employ them on the service either at home or abroad.

Before he gives his orders at any time, he ought well to weigh and consider them in every light, especially if judged necessary and expedient, that neither the service nor his own credit may suffer by the remarks the Officers might make on either; but when once delivered, let him see they are immediately carried into execution with proper spirit and diligence, to convince his Officers and men that his Majesty's service is upon no consideration whatever to be neglected or postponed.

His commands should be always attended with good example, steadiness, and regular discipline, throughout, free from passion, which but too often breaks out into oaths, meanness of language, and indecency of behaviour, so justly reproachful, and highly unbecoming his character; besides he should consider how such habits infect the Officers, and make a rapid progress through all ranks and degrees downwards, even to the poor thoughtless sailor, who eagerly catches at every rising folly he sees or hears, and thinks it his greatest merit to ape the foibles and vices of his superiors *.

Whenever he comes upon deck (not from any sudden call of duty), let him shew himself on so public a parade always in a decent military dress, and with an agreeable awfulness becoming his character as governor of a floating garrison committed to his charge. Let his ears be open to all who have any grievances to lay before him which require his authority to redress, or his humanity to soften and alleviate, when the nature of the service duty he is upon, or other incidents attending a cruise or expedition, put it, perhaps, then out of his power to remove; and where reprimands only are necessary, if tempered at the same time with gentleness and good nature, they seldom fail of having the desired effect.

When he occasionally invites his Officers or any of the gentlemen of his quarter-deck to his table, he should consider himself in no other light than as one of the company; they are his guests, and that speaks all. Thus a freedom of conversation, supported, and kept up by mutual complaisance and politeness, which should be always promoted and encouraged by the Commander, with the obliging good manners of equality, as a pattern for his Officers to follow, will agreeably circulate round, and will, besides, have this happy effect, that by taking off all restraint (but what a just decorum and becoming deference

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* We hope for the credit of the service (now so happily improved in many respects), that it no longer deserves the reproaches it may formerly have incurred, as such indecency of language and behaviour would at present sound harsh and unbecoming even in the mouth of a boatswain; but how contemptible and disgustful would it appear then in the character of an Officer of rank, were he to degrade himself so low in his behaviour to Officers when they wait on him on duty, who have an undoubted right to be treated as gentlemen.

may warrant among gentlemen), the Captain will be able to form a judgment, from their several opinions of men, and things in general, of their respective capacities, parts, and address, and employ them accordingly, where the nature of the service might sometimes require the exertion of such different abilities; for though each may be the brave Officer or seaman, yet each might not have talents alike to serve his country with that address and advantage which a Commander has often found absolutely necessary, and requisite in the course of a voyage, station, or expedition, especially in foreign ports *.

I cannot here resist the pleasure, my son, of giving you two shining examples, though of a higher rank but still so apposite to the purpose, in the persons of two great Admirals, who were happily possest of those rare and eminent qualities of serving their country in the double capacity of Commanding Officers and Ambassadors, both which duties they discharged with equal ability, honour, and address. The one was Lord Torrington in the Mediterranean, in the year 1718, where he so remarkably distinguished himself at the head of an embassy as well as at the head of a fleet, in which you may remember I had the honour to command a line of battle ship; the other great Officer was Sir George Rooke, who gave a conspicuous proof of his good conduct and singular address in a very critical conjuncture, when he commanded the English and Dutch fleets in the Baltic, where he was sent to mediate a peace both as Admiral and Plenipotentiary, as well as to protect the young King of Sweden, in the year 1700, against a powerful and ungenerous confederacy entered into to take advantage of his youth, by Russia, Denmark, and Poland; for the Swedish Admiral, through an ill-timed ambition, expecting to have the chief command, joined the English and Dutch with his squadron, and continued at anchor almost two days without taking any notice of either, though both he knew came to save his master from ruin; but such slight as well as obstinacy Sir George, by his great prudence and forethought, happily adjusted in the following manner, *viz.* he ordered a Dutch frigate to make a signal for all Flag-Officers, to which, when they all repaired, he represented in such strong spirited terms the necessity as well as propriety of his commanding the whole combined fleet, that all without any farther hesitation immediately put themselves under his command. Such anecdotes of the lives of great Officers are surely as worthy of remark and imitation as examples of the most glaring actions, which are not so frequent, can possibly be.—But to return.

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* We are glad of the present opportunity, as we are of every occasion that may serve for a pattern of imitation, as they occur in the course of these observations, of doing justice to an Officer who is now employed as Commodore on an interesting and important station, where he gives equal proofs of his address, good conduct, and resolution, in his spirited protection of our American fisheries from the insolent incroachments of our perfidious temporary friends or foes (whom no treaties but those pronounced from the mouths of our cannon can ever bind), to the entire satisfaction of an august Assembly, before whom he had the honour to appear to advantage, as well as to the credit of the noble Lord who appointed him to that command.

Let him upon all occasions preserve a steadiness and presence of mind, more particularly in action, where he will find it so absolutely necessary for the good and safety of the whole; for he may depend upon it, his words and actions, nay his very countenance (so often the index of the mind), will then be narrowly watched and examined, and inferences drawn in his favour or against him, according as he sets the example of a spirited conduct, or betrays a contrary disposition, on so interesting and important an occasion.

Let me earnestly recommend it to him, not to show too great an inclination to punish, because he has power; on the contrary, I would have his humanity display itself even in his chastisements. Punishment is of too serious a nature to be wantonly inflicted or made too free with on every slight offence; but, when correction is thought necessary and expedient for the general good, let it be given in a regular exemplary manner, without passion, and strictly enforced according to the rules of war: yet forgiveness sometimes has had a happier effect. A gentle reproof often reclaims; besides, to punish with the utmost rigour is brutality, not justice.

He ought by every effort in his power to check his natural temper, if unhappily so inclined, of confining his Officers, perhaps, merely to exert his authority, often on too trivial a pretence to warrant so unjustifiable a procedure, more especially in warm unhealthy climates, unless some pressing or immediate exigency require it, that might make such severity indispensably necessary. It is a weighty consideration not only to deprive an Officer of his liberty but to endanger his life at the same time by too close a confinement, when the ship itself is but a more enlarged prison, therefore a suspension from duty is now thought sufficient (except, as I observed above, on some urgent occasion), till an opportunity offer of bringing the Officer to a court-martial. Upon the whole, if the Captain and Officer would but seriously reflect how each must alternately expose the other by recriminations, reproaches, &c. in the course of a public trial, they would undoubtedly never suffer their passions and prejudices to carry them to such unhappy lengths; but on the contrary, let their calmer thoughts take place, which, with the timely interposition of some impartial and benevolent friends, would effectuate a generous reconciliation, to the entire satisfaction of both; for I would always advise them never to forget this invariable maxim as a lesson for their conduct both in public and private life—that the gentleman and Officer should never be separated.

As the Captain may properly be called the father of his ship's company (a most comprehensive and endearing appellation), it is his indispensable duty to see himself that the poor seaman be not wronged of his due, nor the service carried on by noise, stripes, or blows; a method so inhuman, so unlike an Officer, and so contrary to all true discipline, ought to be suppressed as soon as attempted, else murmuring, complaints, and desertion (of which I have seen some instances), must be the unavoidable consequence. Whereas, on the contrary, men should be indulged, nay even encouraged, in all active exercises and recreations, such as may contribute best to render their bodies vigorous and hardy, and their limbs pliant, and useful on many occasions; and not the ship made a prison of, but where the service requires immediate and constant attendance, or liberty is too much abused.

Let me advise you, my son, upon no consideration whatever, to suffer the odious breath of a tale-bearer, nor the insinuating flattery of a sycophant (who watch every unguarded foible), to taint your ears with reports to the prejudice of any Officer under your command. If ever you forget yourself thus by stooping so much beneath your character, contempt, murmurings, mutual distrust, are too fatal and obvious consequences not to foresee; in short, as I hinted to you before, the gentleman will always direct the Officer where to reward and where to rebuke. As I cannot omit, my son, any material circumstance which may regard your future happiness and reputation as a Commander, let me beg of you to avoid joining with some of the corps in the ungenerous method, too often practised when they meet together, of bringing the characters of their respective Officers upon the carpet, in order to fill up a blank in conversation, where they sometimes inhumanly stab their good name according to their several opinions, prejudices, or resentments. The Officer who can thus wantonly sport with the character of others (a strong proof of a little mind and narrow education), deserves the highest reproach, indignity, and contempt, and I shall not hesitate to pronounce him unworthy of the command he so greatly dishonours.

I hope wherever you command, you will never put your Officers and men upon such duty or hardships as may be attended with too much improbability of success or hazard of their lives, where the good and safety of all are not immediately depending. Therefore weigh and consider well your orders in every light before you deliver them, and not lay yourself open to the censure of some, and just indignation of others, who may, perhaps, have suffered by your rash, ignorant, and imprudent conduct.

In the distribution of such posts or stations as may at any time fall under your command, let me recommend it to you always to give the preference to the most deserving, and never suffer yourself to be biassed by partiality or interest where merit may lay in a juster claim. It is your duty in particular to excite a laudable emulation among your Officers of every rank and degree, by setting a full value on their services, and giving them their due praise, and moreover where they do distinguish themselves in their several stations, omit no opportunity of recommending such to preferment. Thus will you justly attract the love and esteem of all, and establish a permanent character, which will give you always that weight and consequence in the service, which every Commander would undoubtedly be ambitious of obtaining *.

In points ceremonial, such as guards, salutes, &c. there are so many degrees and incidents which require so nice and judicious a discernment how to act in order to avoid giving too much or too little respect, that we can be only guided in general by what has been observed before on similar occasions (if there be any such precedents), and when there are not, we must only consider upon the whole that the former will give less offence and be better taken than the latter.

These are the most material points of a Captain's duty that occur to me at present, recommending to him, above all considerations, to have a strict regard to his instructions, and what orders he may from time to time receive from his superiors; never forgetting the trust reposed in him, which should always take place of every selfish or sordid view †. The command of a British man of war being a

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* We cannot here refuse ourselves the pleasure of doing justice (amidst his other many good qualities), to an Officer of birth and rank, that he never omitted any opportunity of advancing or recommending to preferment, such as had distinguished themselves under his command in the several gallant actions he was engaged in during the course of last war, as many young Officers of his promotion can amply testify.

† No Officer could have given a more disinterested proof of his zeal for the service of his king and country than the late Admiral Watson, who being indulged in turn with a cruise off Cadiz (the greatest favour Admiral Matthews could have shewn him), from thence to proceed to Lisbon for a freight home,

post of such importance, that the honour of his Prince, and the good of his country, are points he may often have the glory to support and maintain *.

I hope now, my son, you will conclude with me that what I have here advanced upon the whole in my sentiments and opinion of a Captain's duty, with regard to his Prince, his country, and himself, will appear reasonable and impartial; and therefore not unworthy your serious consideration whenever it shall be your good fortune to arrive at a command, in which I earnestly wish and exhort you to amend in your own conduct whatever errors you may discern in the course of your future observations in general, or what you may have already remarked in your father in particular.

I think it highly necessary for your information as well as instruction, before I quit this subject, to say something of what I have seen and observed in general engagements of fleets and squadrons, a subject of too great importance to be overlooked (and worthy of an abler pen), if you look forward to higher preferment in the Royal Navy, for we must not rest only on the duty of a Captain, but carry our thoughts still farther on, and never lose sight of the worthy and brave examples of such Officers as have commanded in chief, and gallantly distinguished themselves in the service of their king and country.

You will find by the short sketch I shall here give you on this head, that I have endeavoured to the utmost of my ability to let nothing escape my observation worthy of notice, for your better knowledge and improvement, without confining you at the same time, through any fond partiality or biass, to those rules only which my age and experience may have dictated to me, but to adhere to or recede from them more or less as your own future remarks

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yet when he heard of the enemy's preparations, of their coming out to sea, he hesitated not a moment, but returned again to the fleet with the greatest dispatch, where he thought the ship might be wanted. We cannot help observing, in honour still to his memory, that he showed the same generous public spirit when he had the chief command in the East Indies.

* No Officer would have done in all probability greater honour to his country, or credit to the service, even with the small force he had under his command when in India, than the late Admiral Barnet, had he lived to have executed the prudent plans he had laid for annoying the enemy in that quarter of the world, which made his death so much the more sensibly felt, when the command of the same squadron devolved to his immediate successors. Examples of bad (as well as good conduct), should be quoted for the instruction of future Officers.

may give you opportunities to reject or improve upon those hints already given.

But before we enter upon action it will be necessary to premise a few remarks proper to be weighed and considered, and which, if prudently attended to, may be found of infinite advantage in the sequel.

Where actions are greatly unequal, we learn from experience (the surest guide to follow), that little, in general, can be done; the weakest then of necessity must give way, therefore stratagem and contrivance how to divert and elude your enemy must be all your resource; but still not to neglect exerting your utmost efforts by pointing your guns against your enemy's masts, yards, and rigging, for otherwise a small ship's shot against the hull of a larger is but too often found mispending of time and ammunition, whereas a chance shot, luckily pointed, might carry away a mast or yard, and help to facilitate your escape.

It is proper, however, to observe to you, that before an Officer enters upon action, he ought to make himself thoroughly acquainted with the manner of working a ship in all positions, and through all the variety of winds and weather, to be the better able to manage his ship with skill and alertness, in order to avail himself of every advantage or oversight an enemy might give him in the course of an engagement, besides the satisfaction it must give his Admiral or Commander in Chief to see him working with judgment and address into his proper station in forming the line, or any other evolution that may be thought necessary for the fleet to perform *; for the Admiral will, undoubtedly, take every opportunity of exercising his fleet through the several evolutions and manœuvres, to satisfy himself how far he may depend upon his Captains in a day of battle, and take his measures accordingly, always preferring the good of the service on so important an event to every other consideration either of rank, interest, or seniority, unless supported at the same time by superior merit and ability.

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* It is to be presumed, that if Admiral M——s could have at any time dispensed with the service of his ships from more pressing occasions, he would undoubtedly have taken some favourable opportunity to have exercised his fleet in the more immediate and necessary evolutions and manœuvres, that the Captains and Officers might not be, through long disuse, at a loss how to act in readily forming lines of battle, understanding of signals, &c. against a day of battle (which the Admiral expected sooner or later), and would have been the means, in all probability, to have prevented the several miscarriages and oversights which fatally happened in the course of his engagement with the enemy, when he came into action.

ILLUSTRATIONS OF NAVAL HISTORY.

[Continued from vol. iv. page 123.]

IN resuming this subject, which, interesting as it is, has through necessity been for some time unavoidably laid aside, the following simple unadorned narrative of the concluding encounter which took place between the fleets of the United Provinces and Great Britain, in the last of the Dutch wars, temp. Car. II. can scarcely fail of being both interesting and amusing. It has been carefully extracted from the original MS. of Sir John Narborough, who was present in the action, as Captain of the Henrietta. His character as an Officer, adds an additional value to the credit of the historian.

" Monday, being the eleventh day of August 1673.—This morning at one of the clock fair weather, ye wind at E. B. N. a fine small gale, we stood to ye southward S. B. E. by our compass, then the wind came to ye south east. Presently after one of the clock the Generall tacked, and all our fleete, and stood E. N. E. At fower of the clock this morning we put ourselves into ye line of battle, we being at about three leagues of W. S. W. from the mouth of the Texell; at day-light we saw the Dutch fleete to windward of us, about three leagues from us, between us and the shore, standing to the northward; they came lasheing downe towards our fleete, our fleete then being in ye very order and line of battle, the Blue squadron leading ye van, ye Red in ye medle, and ye White in ye reare.

" About seven of the clock our Gennerall made ye signe to tack, all our fleete tacked and stood S. W. and B. S. by a wind in a line of battle, ye French leading ye van, ye Red squadron in ye medle, and ye Blew squadron in ye reare, the Dutch fleete coming quartur winds downe to us. Trump and his squadron, being now twenty-six men of war, and ner six fireships, came to ye Blew squadron; Trump and his devission, to the Admirall of ye Blew; Trump's Vic Admirall and his devission, to ye Vic Admirall of ye Blew; Trump's Rere Admirall and his devission, to ye Rere Admirall of ye Blew. The rest of the Dutch fleete being about sixty sail of men of war, placed themselves to ye rest of our fleete, and began to shoote at them, our fleete standing on their course with two topsailes and fore saile, then ye Admirall of the Blew brased his fore topsaile to ye mast; we brased our fore topsaile to ye mast to keep our station and line; the Dutch came to us within fare gunn shot and fought us, being to windward of us we could not come noe nereer to them, they cut our rigging much. After ye fight began I could not see our Gennerall, nor any of our two squadrons, ye Red and ye White, for ye smoke of ye gunns, so we keept on our course to ye southward as neare ye wind as we could, by fighting some time with our fore topsaile aback and some time full, untill nere twelf of the clock to day, then ye wind beared to ye southward. Saw ye Admirall of ye Blew and his devission, standing to the westward faire by us, we stood to ye westward after him, some of the Dutch ships on our weather quarter shooting at us; Trumpe and the rest of his squadron, nere on ye lee quarter of the Admirall of ye Blew, shooting at him, standing to ye westward as he did; we saw ye Vice Admirall of ye Blew and his devission to leeward of Trump and his devission, fireing at each other. At one of the clock ye wind cam to ye S. W. a fresh gale, we stood with ye whole Blew squadron to ye N. W. ward, to fittin our rigging. Just at one of ye clock the Admirall of ye Blew's maine mast and mizon mast fell by the board at once, Sir Edward Spragg went on board ye St. George, and put up the Blew flagg there at ye maine top mast head. My Lord Ossory seeing the Ryall Prince in that condition without masts, resolved to ly by her, and keep her from being destroyed by the enemy. Trump and his devission, and others, keepeing nere her, and plying many shot at her, and shee at them very bravely, we laid our fore saile to ye mast and keept by her. Trumpe shifted his shipp and went on board his second, the Vice Admirall of ye Blew and his devission tacked and weathered the Dutch, and put Trumpe from the R. Prince; between three and fower of the clock we saw our Gennerall and the fleete, and the rest of the Dutch fleete in two bodys comeing downe before the wind towards us, and ye Dutch to ye E. ward of our Gennerall, we and Sr John Kempthorn, and ye rest of our ships, forced Trump and his squadron to leave the Prince, and stand to the Dutch fleete. My Lord Ossory ordered ye Hamshire to take the Prince in a tow, the Prince did bravely defend herselfe against Trumpe and his fireshipps after she lost her masts. About five of the clocke our Gennerall and our fleete, and the Dutch fleete, weere goot nere us, De Rutter made saile towards us, our Gennerall and some of his squadron fired severall gunns at ye Dutch fleete, and they at them; the Dutch at six of the clocke bore of from our Gennerall and made short saile, our Gennerall and ye whole fleete stood to ye westward this evening, and all night ye wind at S. W. a fine gale, the Dutch in ye evening left us and fell a stern. This night we mended what of our rigging we could, which was very much disabled. In this days battle we have seventy men wounded, what number of men is slaine I cannot say."

An account of ye men killed and wounded in the Reere Admirall devision of ye Blew, the 11th day of August 1673, in fight with the Dutch.

Shipp's Names.	*Men slaine.*	*No.*	*Men wounded.*	*No.*
St. Michall, Rere Adll	Sixty,	60	One hund^{d} & thirty,	130
Rainebow,	Seven,	07	Twelve,	12
Swiftshure,	Six,	06	Thirty,	30
Yorke,	Three,	03	Fifteen,	15
Greenwitch,	Tenn,	10	Thirty,	30
Foresight,	Eight,	08	Eighteen,	18
Hampshire,	Twelve,	12	Twelve,	12
Portsmouth,	Twenty-two,	22	Ten,	10
Sweepstakes,	Ten,	10	Twenty-one,	21
	One hun^{d} thirty & eight	138	Two hun^{d} seventy & eight	278
Lizard Slp.	One,	01	One,	01

The following letter written by the same renowned character, becomes more valuable, as it serves to illustrate the usage then practised by Officers in the King's service for the conveyance of specie, a point which not long since occasioned some litigation.

SIR, *Plym^{o} in Alicant Road, March* 12, 1678-9.

THESE serve onely to give cover to ye enclosed order for yor selfe for yor proceeding unto England, I pray loose no time in ye execution thereof, doubting ye French may be in the sea in ye spring, wth a considerable fleete, they are making great preparations.—God knowes what will be ye end of it. I order you to call in at Malaga for ye merchts ships yt may be ready there by ye time you can call for ym. I would not have you anchor there, but sail before ye place and send yor boat to see for ye ships, doe not let yor boat goe on board any ship, nor on shore there, ye plague having bin at Malaga, may cause some scruple when you come at Tangier and Cadiz abot prattick, wch may be prejudiciall unto you at Cadiz, if not prattick there. Sr Jno. Ernle saild towds England, if you joyne company wth him observe his orders, he hath a considerable estate under his charge. Sr if it be yor fortune to take in money at Cadiz or elsewhere on fraight, I doe not doubt but you will deliver yt proportion of ye fraight as is customary allowed to ye Comdr in Chiefe in those parts, unto my order in England. I purposing to doe you a favour in ye sending you home now, some mony is to be got in yor way at Cadiz, if ye plate ships be arrived. What you designe or allot for me I pray leave it wth Mr. Wm. Hewers, at Mr. Secretary Pepy's, and take his rect for the same. God send you a good voyage and health.

Sr, yor most faithfull servt,

To Capt Antony Langstone, Comdr of his J. N.
Maj's ship Royall Oake.

The following is the original Proposal made by the Americans: with the Arguments adduced in support of it, which produced the memorable and successful Expedition undertaken against Cape Breton and Louisbourg in 1745.

Considerations on the importance of Cape Breton to the French, and the vast Profits accruing to them by holding Possession of that Island; shewing how dangerous it may prove to our Navigation, as well as to the British Colonies in America, during the continuance of this War; together with the Benefits and Advantages that would arise to Great Britain if that Island were taken from the French; to which are added, Proposals for effecting that Conquest.

THIS Island is situated between Newfoundland, Nova Scotia, and the mouth of St. Lawrence River, possessed and fortified by the French after the treaty of Utrecht, during the late peace between the two nations; the French, by the commodiousness of the harbour and situation of the island, set up a fishery, which improved and increased, that for some years past at least one thousand vessels, from two hundred to four hundred tons, and 20,000 men, have been annually employed in carrying on that fishery.

In the year 1730, by computation, it was supposed that twenty-two hundred thousand quintals of fish were sent from this island to Merseils, *communibus annis*, they cure above five millions of quintalls; by which it is evident that so long as this island continues in possession of the French, their fishery will constantly breed up great numbers of seamen, employ a multitude of ships, supply that nation with salt fish, and bring immense sums of money into France by what they send into other countries; but if the French were driven from this island their fishery would be at an end, the British fishery improved and enlarged to so great a degree, that the nation would gain two millions yearly thereby, and the number of seamen be vastly increased.

The acquisition to Great Britain of this important island would cut off all communication between Old France and New, and obstruct the French navigation through the Bay of St. Lawrence, to all the settlements they have upon the sea coast north of Louisina on Missippian, in the great Bay of Mexico, and probably Quebec, and all other places on Canada River, in some time fall into the hands of the English, and the French Indians wanting the usual protection and supplies from France, will be obliged to apply to the English, and having experienced the traffic and usage of both nations, the English being able to supply them better and cheaper than the French, they will undoubtedly come into terms of agreement with the English, who would then render themselves entirely masters of the rich and profitable furr trade at this time and many years past, chiefly carried on by France.

The sole consideration that the British navigation and settlements on the sea coasts throughout North America, are exposed to the French men of war and privateers of this island, deserves serious attention to proper measures for immediately gaining possession thereof, because from thence the French with ease and in little time, may station themselves in all latitudes proper to intercept the navigation between England and all her plantations and trade, between the several American colonies, by captures, supplying themselves with English manufactures, naval stores, masts, yards, planks, lumber, sugar, provisions, &c.; and from its vicinity with the continent may with the like ease surprise our settlements all along the coast, take the mast ships when loaded out of Casco and Portsmouth harbours; whereas the accession of this island to the British dominions will not only secure our navigation, and guard our coasts in America, but will be a safe retreat for our men of war in the hurricane months, or when in danger of being attacked by a superior force; at Cape Breton, if taken by his Majesty's forces, the King's ships may in safety refit, and at a less expence than in any other harbour in America.

The cost and danger in taking this island will be very inconsiderable when compared with the advantages and profits that would accrue to Great Britain and the plantations; therefore to facilitate an enterprize of so much consequence, it is humbly proposed that proper laws should be enacted, making it felony without benefit of the clergy, for any British subjects to supply the French and Spaniards with warlike stores, provisions, &c.

It is humbly proposed, that besides the usual stationed ships, four of fifty guns, men of war be sent to North America, with orders to obstruct the French fishery and protect the British, and prevent stores, provisions, &c. from being carried into Cape Breton.

It is likewise humbly proposed, that these men of war should carry clothing, arms, and all manner of warlike stores necessary for a body of four thousand men, to be raised in the following Governments, *viz.* In Virginia, three hundred; Maryland, two hundred; Pensilvania, and the three Low Countries, four hundred; New York, four hundred; Jersey, two hundred; Connecticut, four hundred: Rhode Island, three hundred; and Massachusetts Bay, one thousand six hundred; that instructions be given to these Governments to encourage speedy raising of their respective complements, in order that there may be the longer time to discipline them. New Hampshire, two hundred also.

It is also humbly proposed, that these levies should be formed into four regiments, to consist of a Colonel, Lieutenant-Colonel, Major, seven Captains, ten Lieutenants, ten Ensigns, an Adjutant, a Quarter-Master, serjeants and corporals in proportion, and one thousand private men, and to encourage the raising them with expedition. That all the Officers, except the Field Officers, ten Lieutenants, the Adjutant, and Quarter-Master excepted, should be gentlemen of interest in these several colonies; American half-pay masters thereinto to be provided according to their merit and rank. And the several Governments to procure vessels, provisions, &c. necessary for the transportation of their respective quotas, by the beginning of April 1745.

With great submission it is humbly proposed, that a squadron of six sail of the line, with three thousand discipline troops, and all things necessary for a siege, should be sent from hence the beginning of March next, and when arrived to anchor in Gabron Bay, within four miles of the rampert; at Louisburgh by the middle of April following, to be joined there by the American troops, under the convoy of the station ships, this may be executed without loss of men, no cannon commanding the entrance of this harbour, and where all the navy of England may safely ride; it may be conceived advisable there to land the troops, and from thence to march and make regular approaches to the rampert, which is near three quarters of a mile in length, has a ditch and bastions properly disposed; the bastions and curtains are of masonry to the summit, which is thirty-six feet above the ground, the quoins and embrasures are of hewn stone, the rest of small round stones cemented with mortar, composed of their own lime, which is very bad, and salt water sand, incapable of resisting the frost, insomuch that every winter there is a repair almost equal in expence for the building new; it's judged by men of understanding that the cannons planted on the rampert cannot withstand a cannonading; when the rampert is taken, the garrison in the citadel, and four other battalions that command the harbour, must surrender, there being no outworks, glacis, or covertway.

Dangers of the seas excepted, in all probability by the forces above specified, Cape Breton would be reduced in three weeks; leaving a proper garrison there, the remaining part of the soldiers may be sent to drive the Spaniards out of Florida, and reduce the French on Missisippi River with the parts adjacent.

ON THE MODE OF
IMPROVING THE NAVY.

[Continued from page 153.]

APPENDIX, No. III.

See Plates prefixed, as referred to in pages 131. 146. 150, and 151.

APPENDIX, No. IV.—Evidence given by Mr. SNODGRASS before a COMMITTEE of the HOUSE of COMMONS, appointed in March 1771, to consider how his Majesty's Navy might be better supplied with Timber.

AFTER having recited the evidence of several respectable shipbuilders and timber merchants, the Committee then proceeded to examine Mr. Gabriel Snodgrass, Surveyor to the East India Company, who said, that after he had served his apprenticeship to Mr. Snell, a builder's measurer in one of the King's dock-yards, he became a working shipwright there; was then recommended by Mr. Benjamin Slade into the service of the East India Company, and went to Bengal as their shipwright, and had the superintendancy of all the Company's shipping at that place; that he has been their surveyor in England ever since the year 1757, and has been conversant in ship building ever since he became a shipwright, and particularly attentive to the breaking up of ships of war, foreign as well as British. And he delivered in to your Committee a paper containing his general ideas with respect to the promoting the growth and reducing the consumption of oak timber; a copy of which paper is as follows, *viz.*

In the first place, I am of opinion, that the forests and waste lands belonging to the crown may be made, in thirty or forty years time, capable of producing a regular successive supply of timber sufficient for the Royal Navy.

I am also of opinion, that there is yet plenty of large timber within forty or fifty miles of water carriage, and in the interior parts of the kingdom great quantities of large timber; and that it is in the power of Government to manage the supplies from each country, so as to encourage its growth all over the kingdom, and thereby render it highly improbable ever to be in want of large or small timber for the Navy, without circumscribing the consumption of any sort, for that would assuredly greatly discourage the growth of timber in general; but if any doubts remain, the Lords Lieutenants and the landed Gentlemen may, in the course of this summer, inform Government what quantity of large timber is growing in each county.

With respect to the consumption of oak timber, I am of opinion that three men of war may be built in the merchants' yards with little more timber, and at as little expence as two are built in the King's yards; but I do not mean to say it is a right measure to build or repair King's ships in the merchants' yards; for I firmly believe that mode has greatly raised the price of building merchant ships, as well as the price of timber in general; and sure I am, that there are people in the King's yards as capable of building ships as cheap and as good as those in the merchants' yards, if they had the same encouragement. I am also of opinion, that much timber might be saved by a little alteration in the construction of the top-sides of the King's ships; and, in my opinion, would be attended with great utility to seventy-four gun ships.

I shall next proceed to the preservation of shipping in general, and here I would recommend all ships to be built under the cover of a roof, and the King's ships to be built in docks under a roof, never to be floated out before they are wanted for service; and on their return, when no farther service is required of them, to be laid up in those docks again. That as the expence of the gates, &c. is the most material, I would recommend the lengthening the present docks; and this may be done so as to require but few new gates to be made, even for the whole navy of England, and would save all the expence of mooring, the ordinary, &c. &c. and cause the ships in the navy to last and continue sound at least half as long again as they do at present, and save the expence of four inch plank, with the money expended in repairing the damages done to the bottoms by the worms, as I have been informed the Triumph, and several of the new ships' bottoms in the river Medway have lately been much injured by them; likewise the annual caulking, painting, and repairs, &c. &c. would be saved.

Now, with respect to the East India Company's ships, the old ones now in their service are built slighter, in proportion to their tonnage, than any other merchant ships in the river Thames; they are too narrow for their depths, which must be maintained, on account of their stowage in the hold, and the necessary heighth between decks. Nothing but the constant repairs, attended with great expence, has made them tolerably safe for four voyages; it was therefore highly necessary, for these and many other reasons, to build ships stronger and broader; and, consequently, the ships built latterly, I am of opinion, will run five or six voyages with much less consumption of timber, as well as expence in repairs, than the old ships run three and four voyages; they also sail cheaper, and consume a considerable less number of oak trees, in proportion to their tonnage; they are safer, stiffer, and much more defensible; they are more healthy for the seamen and recruits; are also very advantageous to the Company, in reducing their freights, by means of the additional surplus tonnage brought home on half freight, which enables the Company to lower the price of their teas, so as to prevent the smuggling that article from abroad in so great a latitude. Other nations are so sensible of these advantages, that they trade in much larger bottoms than any in the Company's employ.

And, with respect to their scantling, so much has been said to the Committee of the Honourable House of Commons relative thereto, that I need only observe, it appears to me many gentlemen have formed wrong ideas on that head, partly owing to their having been compared to sixty gun ships, &c.; and therefore, in order to set this matter in the clearest light, I beg leave to observe, that although one of the largest East India ships carries, both outward and homeward bound, as much tonnage to sea as a sixty-four gun ship, and homeward bound, their cargoes are often six times the value of a sixty-four gun ship, yet two of them were built for 10*l.* 10*s.* per ton each. A sixty gun ship costs, even in the merchants' yards, 16*l.* 12*s.* 6*d.* per ton, and the difference of building each ship is as follows, *viz.*

One India ship, 864 tons, at 10*l.* 10*s.* per ton, 9,072*l.*—Five ships is 45,360*l.*

One sixty four gun ship, 1,396 tons, at 16*l.* 12*s.* 6*d.* per ton, 22,759*l.*—Two ships is 45,518*l.*

The above sixty-four gun ship is supposed to be built in the merchant's yard. If the comparison was made with a sixty-four gun ship built in the King's yard, then it would appear that three of the largest ships in the Company's service did not cost so much building as one sixty-four gun ship. By this, I presume, it will appear impossible for their scantling to be nearly equal; and part of the ships now building, although seven hundred and fifty-eight tons, builder's tonnage, and who will carry to sea twelve hundred tons, their principal timbers are not so much sided as a thirty-two gun ship of war, nor are larger than those proposed by Mr. Randall for a six hundred ton ship. This is owing to the builders being allowed to make their own contracts, which is a great indulgence, considering the advantages arising to them by repairs: yet some of the Gentlemen builders are more moderate than others; and it gives me pleasure to observe Mr. Randall proposes a four-inch bottom for his six hundred ton ship, and gives just reasons for the same: indeed, I have heard three-inch bottoms had been proposed; but I judged humanity would not suffer any man to alter that great improvement in the Company's ships, as knowing the great additional strength and safety added thereby. I am also of opinion, many ships have been lost with a three-inch bottom that a four-inch bottom would have saved; and am confident it will be the cause of saving much timber, not only in repairs, but by enabling them to go a greater number of voyages. All ships of five hundred tons and upwards should have four-inch bottoms; for it is a known fact, that no nation builds with so thin bottoms, or makes use of so thin sheathing, as the English: and if the Company were to allow the Captains and Officers money, in lieu of privilege in trade, it would further prevent smuggling and interfering in the Company's trade; and were they to build their own ships, it would not only be a very great saving in their freights, but one-half of the quantity of timber now consumed in building and repairing, would be then sufficient; for there are now sixty-one thousand tons of shipping in the service, whereas, if the above scheme was adopted, forty thousand tons would, in my opinion, be full sufficient; and as the ships would in general go out the season after their arrival, they would make six voyages nearly in the same number of years that they are now making four voyages. I forgot to mention, in its proper place, that it appears to me the price of small timber and the building small ships, has advanced full as much or more than large timber and the building large ships; and that it is my opinion the building small ships is more prejudicial to the growth of timber than the building large ships.

Permit me the liberty of observing here, that the before-going observations do not arise from any interested views to myself, as I never had, nor do I ever expect, any emolument for myself from either large or small ships, more than the salary allowed me by the Company; and this I remark to save the trouble of asking questions relative thereto.

GABL. SNODGRASS,
Surveyor of Shipping to the Honourable East India Company.

East India House,
the 22d April 1771.

He likewise gave in another paper, being a copy of a representation made by him to Mr. Purling, when he was Deputy Chairman of the East India Company; a copy of which is as follows, *viz.*

East India House, the 12th March 1771.

SIR,

You desire my thoughts, not only on the Company's ships, but on shipping in general, what methods I would propose to prevent their decaying in so short a time, how to lessen the consumption and assure a constant and regular supply of oak timber for building them, as likewise if it is a real fact that large oak timber and large ships are dearer now, in proportion to their tonnage, than small ships and small timber, taking the prices of last war to compare by, and if any of the East India company's ships that have been lately built are likely to consume more timber in repairs than the old ships have, or if they consume more timber in building them than the men of war do, in proportion to each ship's real tonnage, taken from their greatest loaded draught of water; or if I can think of any method of lessening the present consumption of timber in the India service in particular?—to all which I shall reply to the best of my judgment and recollection, without considering any thing foreign to the above. In the first place, I would build all ships with winter-fallen timber, under the cover of a roof sufficiently large to shelter them entirely from the weather while building, and never launch or float them, or drive any tree-nails in them (or very few) before they were intended for sea; and, at their return, if they are to be laid up or require any considerable repairs, I would have proper docks, all covered over, to receive them; then I would take out all the ballast, scrape, wash, and clean them, and give them all the air possible, and continue them in the said docks until they were wanted to proceed to sea. I would construct or form all ships so as to require the least compass (*alias* large grain cut) timber possible, and make use of no oak for orlop-beams, &c. or wherever I could substitute fir or elm, &c. with propriety, in the room of oak. I would likewise convert all the timbers in the ship, as near a square as possible, that no strength might be lost by reducing them too much the mouldering way, which is too frequently done, to the great prejudice of ships in general; and I would also increase the thickness of the plank of most ships' bottoms, and rabbet the same, and diminish the inside plank in proportion. I would have no ships built, or timber bought and converted to building, but by those who are to pay for their own bad management, both in purveying and converting, throughout the whole. Let the foregoing be put in practice, and one-half of the consumption and decay of oak timber will be saved, if not more. Now, Sir, in order to assure a constant supply of oak timber for the Navy for ever, I would plant such parts of all the King's forests that are capable of growing oaks, and not already planted, and inclose the same to prevent the cattle from injuring them while young; and cause large penalties to be laid on any one that should cut down or injure such oaks, &c. and if, on a strict survey, the whole of the crown lands should not be thought sufficient, I would purchase other wood and waste lands (on the clays, that soil being best), as should be judged necessary, and inclose and plant, &c. as before mentioned; and cut no timber trees down before they were nearly at their full growth, but purchase timber of private gentlemen, so long as the said plantations made it necessary; by this means a regular and sure supply of oak timber might be provided for ever. You next desire to know, if large oak timber and large ships are dearer now than small ships and small timber? I answer, no, but rather the contrary; for small ships, and consequently small timber, hath raised in price considerably more than large ships since last war—see the Navy contracts for frigates and seventy-four gun ships. Your next question is, whether the late ships built for the East India Company's service are likely to consume more timber in repairs than the old ships usually have consumed? I answer, no, that it is almost impossible; for I firmly believe those lately built on the best of the two plans will run six voyages if permitted, cost less money, and consequently less timber in repairs, than the old ships have done, on an average for forty years past, for four voyages. You next ask, if the present India ships consume more timber than men of war, in proportion to their tonnage, taking each at their greatest loaded draft of water? No; so far from it, I am of opinion that every load of oak timber, converted for building such India ships, do carry to sea double the real tonnage that the like number of loads of oak do that is converted in the King's yards for building of men of war. You likewise desire to know if I can think of no method to reduce the present consumption of oak timber in the India Company's shipping? I answer, that this may easily be done, with considerable advantage to the Company, by two methods. The first is, not to build any more ships until their whole number is reduced, so as to have none lay by, waiting for their turns a whole season, for it is better to have rather too few than too many, as a supply may easily be had on any emergency; and then each ship might make eight voyages in twelve or fourteen years, in the room of four voyages, and the tonnage of shipping, by this means, reduced from sixty to forty thousand tons: this would save more than one-half of the timber now consumed. The next method I propose is, to build ships sufficiently large to cope with the French East India ships, by which means few or no men of war would be required to protect them; consequently the timber used for building such men of war would be saved, and for which, in the end, they are sure to pay four times as much as it would cost the Company to protect themselves; for large ships are not only more defensible but more healthy, and consume a considerable less number of oak trees, but likewise sail cheaper, in proportion, than small ships do, and a very amazing saving to the Company also arises by surplus tonnage. Other nations know this full well, and proceed on these principles. I know great cry has been raised against building great merchant ships, and many gentlemen believe this to be the reason that large timber is so scarce, whereas it is quite the contrary, as must appear, when it is considered that very few large merchant ships have been built; therefore it must be the great demand for small timber in shipping, and all other branches of consumption, that has tempted the landed gentlemen to cut down so much timber before it comes to its full growth; and if these measures are continued, a real scarcity of large timber must ensue in a few years, which now may be prevented, not only by the foregoing measures, but by the repealing all acts of parliament that tend to encourage the consumption of oak timber in general, such as not allowing foreign bottoms to be made free, without a very considerable expence, &c. and by making other acts to prevent foreigners building and repairing ships, or otherwise making use of oak timber for foreign service. And lastly, I would encourage building ships in any part of the world, sooner than discourage the landed gentlemen in the bringing their oaks to maturity, by only leaving open one market for large timber (that is the King's yards), or sooner than diminish the size of a single merchant ship, especially such ships as must carry great numbers of troops long voyages, and in time of war are sure to meet the enemy's merchant ships, much above their match. Le Bourdenaye and the loss of Fort St. George should never be forgot.

Since I received your first commands, I have heard a bill is depending in the Honourable House of Commons, tending to restrain the Honourable East India Company's ships to so small a burthen as six hundred tons. I therefore, as a servant of the Company, beg leave to observe, that this, if it passes into a law, will, as I conceive, not only be prejudicial to them, but to the nation in general, and the people's health. I therefore presume it merits the attention and cool deliberation of the Legislature; and as there is no necessity for granting leave to build any more ships for the India service, for some years to come, they may, if they and you please, take any time to deliberate on this most weighty affair, which is a very lucky circumstance; for the Government now occupy most of the principal merchants' yards with their old and new ships, a measure that has always been very prejudicial, not only to the Honourable East India Company, but to the Government, and all owners of merchant ships. Before I conclude, must beg leave to observe, that so little do the Honourable East India Company's shipping merit any restraint, on account of consuming large timber, that the owners of such ships are permitted, and do build them with so small scantling, that their principal timbers are less than the principal timbers of the King's frigates, although they carry to sea more than double their tonnage, and homeward-bound are often more than ten times their value.

I am, Sir,

John Purling, Esq. Your most obedient humble servant,

Gabl. Snodgrass.

PHILOSOPHICAL PAPERS.

On the Flux and Reflux of the Sea. By PIERRE SIMON LA PLACE.

THIS valuable paper was first published at Paris in the *Histoire de l'Academie des Sciences* for 1790, and translated by the learned Censor of Literature, in the * Monthly Review, whose account we shall insert, from a perfect consciousness that we cannot surpass it :—

ON THE FLUX AND REFLUX OF THE SEA.

" THE true cause of the tides was first assigned by Newton, in his *Principia*. He found that the same law of attraction, which solved the other phænomena of the system, might be applied to this with equal success. The deductions, however, of this great philosopher, concerning the tides, not being sufficiently full and particular, the Paris Academy proposed, as the subject of its prize dissertation for the year 1740, " The Flux and Reflux of the Sea." The prize was shared by Euler, D. Bernouilli, and Maclaurin ; who, in three masterly and celebrated treatises, developed the Newtonian theory ; but the question had not been considered, even by these mathematicians, in all its generality. Consulting facility, they had adopted an hypothesis similar to that of Newton concerning the equilibrium of the sea, which they supposed every instant to be in equilibrio under the action of the heavenly bodies ; whereas, the rapid rotatory motion of the earth prevents the water at its surface from assuming, at every instant, the figure which results from the operating forces. In comparing the results from theory with actual observation, a great want of coincidence was manifested in the difference of two tides in the same day ; which was observed to be in fact very small, but by theory appeared to be considerable.

" The deficiency of their theories was perceived and acknowledged by the authors themselves ; and in order to supply it, neither analysis nor the science of the movement of fluids offered adequate resources. The first researches, which were to conduct to a more perfect theory of the tides, were made by D'Alembert, in his " *Reflexions sur la Cause des Vents* ;" in which he considers the oscillations of a fluid covering a planet placed under the action of an attracting body. Afterward, the discoveries of this great geometrician in the doctrine of fluids, and in analysis, afforded ampler means of considering the subject of the tides under a more general point of view. He introduced a new branch of analysis, called *Calcul aux différences partielles* ; a calculation which must necessarily be made, when into the conditions of the problem all the elements which influence the phænomena of the tides are made to enter. From the time of the first invention of this calculus, its inventor, Euler, and La Grange, have continually and greatly contributed to its perfection.

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* Appendix to 28th vol. page 532.

" M. de la Place, availing himself of the great improvements which had been made in the doctrine of fluids and in pure analysis, since the time of the publication of the treatises of Euler, Bernouilli, and Maclaurin, resumed in the Memoirs of the Academy for 1775 and 1776 the problem of the tides. His hypothesis was simply this: that the spheroid (mentioned in the problem) differs very little from a sphere; that the fluid covering it is of a very small depth, relatively to the radius of the solid; that the spheroid has an uniform rotatory motion round a constant axis; and the centrifugal force thence resulting, for all the parts of a fluid, is very small with respect to the force of gravity; finally, that these parts obey other forces, such as the attraction of the several heavenly bodies: which forces, however, are inconsiderable with respect to the force of gravity. The motion of the bodies, likewise, is supposed to be much slower than the rotatory one of the spheroid. M. de la Place, by thus establishing his theory on an hypothesis more conformable to real circumstances, was enabled not only to solve the ordinary phænomena, but to assign the true reason of that almost exact equality which exists between the tides of the same day.

" In the present memoir, the theory of the oscillations of the ocean is resumed; and its correspondence with actual observation is more particularly considered. The author remarks that

" To ascertain the proximity of such a correspondence, it was necessary to have a collection of a great number of observations made with care, during a period of many years, in a port where the phænomena of the tides are very sensible, regular, and liable to be affected by the winds only in a small degree. Of this kind, the most extensive collection is that of observations made at Brest, at the commencement of this century, which M. Cassini found among the papers of his grandfather and which M. de la Lande published in the fourth volume of the second edition of his Astronomy. Of these observations I have made use, and from their examination, so striking a regularity (regard being had to all the causes capable of interrupting it) manifests itself, that I do not hesitate to point out the port of Brest as one of the most favourable for observations on the tides, if made with attention equal to that which has been devoted to the determination of the other phænomena of the system. This port is probably indebted, for the advantage which I have mentioned, to the circumstances of its advanced position in the sea, and of the narrow entrance of its road compared with the breadth; hence the irregular oscillations of the waters of the sea are much diminished. Jacques Cassini only gave, in our memoirs, the consequences which he deduced from the observations of which I have spoken; and on this occasion a very important remark forces itself on our notice, concerning the necessity of publishing the original observations made on any phænomenon; since it frequently happens that the best established theory of phænomena renders those observations interesting, which had formerly been neglected because they appeared to be of small importance. The truth of this remark has been suggested to me and exemplified in my researches. The above mentioned collection of observations does not contain any relative to the law which regulates the ascent and descent of the waters of Brest; a defect which I have supplied by accurately detailed observations made in that port at my request.

" In observations of this kind, where a thousand accidental causes may intervene and obstruct the regular course of nature, it becomes necessary to consider a great number of them at once; in order that, adventitious causes balancing each other in their effects, the mean results may exhibit only regular or constant phænomena. It is moreover requisite, by an advantageous combination of observations, to groupe the phænomena which we are desirous of determining, and to separate them, that they may be distinguished with greater facility and exactness. Such a method I have pursued; and a departure from it exposes us to the danger of mistaking, as a law of nature, the effect of an accidental cause. For instance, Jacques Cassini concluded, from the comparison of some isolated observations, that the greatest tides of Syzigies happened, *cæteris paribus*, in the equinoxes. M. de la Lande, acting on a plan of a similar principle, obtained a contrary result. In the course of this memoir, it will appear that the results of a great number of observations place the fact beyond all doubt, that the greatest tides in Syzigies and the least tides in Quadratures happen in the equinoxes; and that the declinations of the sun and moon have a very sensible influence on the height and interval of the tides.

" M. de la Place then proceeds to give the summary of the results to which he has attained in the present memoir. He first considers the most simple case of the problem; the sun acting solely on the waters, and moving in the plane of the equator. Here the result would be the ocean in the same state at every interval of twelve hours, and a flux and reflux in the space of half a day. It is likewise shown in what manner the law of the ascent and descent may be determined, and for what cause the diminution of the tide in ports varies a little from this law; moreover, that the more extensive and shallow a sea is, the more sensible are the phænomena of the tides.

"The author next estimates the action of the moon, and points out the remarkable phænomena which arise from the combined action of the sun and moon. For instance, the whole tide at its maximum, which happens when the full lunar tide coincides with the full solar tide in Syzigies, the actions of the sun and moon then co-operating; again, the whole tide at its minimum, the high lunar tide coinciding with the low solar tide, which happens in quadratures.

"In the latter part of the summary, the motions and the distances of the centre of the earth from the sun and moon are made to vary. In this case, by developing the expressions for their actions on the sea, the different terms may represent the actions of the same number of bodies, moving uniformly at constant distances from the earth; whence it will be easy to determine the flux and reflux of the sea, corresponding to the inequality of the motions and the distances of the sun and moon. If the phænomena of the tides be thus submitted to analysis, it will appear that the tides produced by these two heavenly bodies increase in the inverse ratio of the cubes of the distances; *cæteris paribus*, then, the tides ought to increase in the perigee of the moon, and diminish in its apogee. This phænomenon is remarkable at Brest. It appears, by a comparison of observations, that one minute of variation in the semidiameter of the moon corresponds to two feet eight of variation in the whole tide; and observation is in this instance so conformable to theory, that it is possible by these means to determine the law of the action of the moon on the sea relatively to its distance.

"The last case is that in which the author makes the sun and moon to move not in the plane of the equator, but as they really do in nature; and from their declinations, he says, new phænomena will appear, which, compared with theory, give additional confirmation to his system.

"At the conclusion of his summary, M. de la Place adds,

"Hence appears the accordance of the theory founded on the law of gravitation, with the phænomena of the heights and intervals of the tides. Many of these phænomena have been first pointed out by the theory, and afterwards confirmed by observation; others, known to me by observation, and which did not appear to have any possible dependance on the theory, have resulted from that theory when more thoroughly examined. In general, all the results from theory, abstracting from local circumstances, have been confirmed by observation; and when local circumstances have modified the results from theory, then, by attending to these circumstances and estimating their effects, the same agreement has appeared. More numerous, more exact, and more detailed observations than those already made, adding farther confirmation to the theory, may moreover determine the small partial tides which depend on the fourth power of the lunar parallax, and on other quantities neglected in the calculation. We are, therefore, as much interested in devoting attention to the tides, as to the other phænomena of the system. It will be sufficient to observe, every year, the instant of time, and the heights of the low and high tides in the two syzigies, and in the two following quadratures which comprehend each equinox and solstice. The observation of the altitudes of the tides is attended with no difficulty; but that of the instants of time for the high and low tide is not so easy. It may, however, be determined with precision, by taking a mean between the two instants when the sea is at the same height, a quarter of an hour nearly before and after the high or low tide. A long series of observations of this kind, compared with the corresponding positions of the sun and moon, will rectify the elements obtained by me in this work, will fix those which are as yet uncertain, and will explain those phænomena which are yet involved in the errors of observations.

" M. de la Place then proceeds to the analytical part, resuming the formulæ previously demonstrated in the volumes for 1775 and 1776.

" In the course of the memoir are inserted nine tables.

" The solution of this important and difficult problem (*le plus épineux de toute la mechanique cèleste*), reflects becoming lustre and dignity on the last labours of the Academy."

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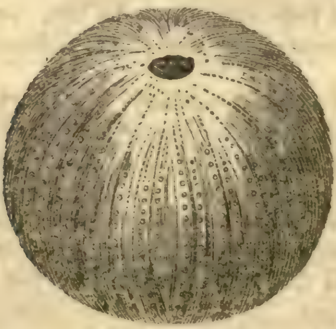
DESCRIPTION OF THE MUREX*.



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* For the beginning of the account of this curious fish, see page 122 of the present volume.
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THE several authors who have treated of the shell-fish which produces the purple, have, in describing it, promiscuously made use of the words conchylium, purpura, murex, and ostrum; all these are here convertible terms, or figuratively applied to express either the shell or shell-fish, the tincture it emits, or the purple or crimson itself. The Greeks called all shells conchs, and that which afforded the purple was, by way of eminence, called the conch, from hence Plautus calls purple tapestry conchyliata tapetia. Juvenal and Martial have followed the Greeks in calling this the conch.

> Horum ego non fugiam conchylia. JUVEN. iii. 81.
> Ebria Sidoniæ cùm sint de sanguine conchæ. MART.

There are two sorts of shells that are so termed, the most generally so called, is that described and delineated by Rondeletius and others; this is studded with several long prickles, some of them channelled and opened on one side. Through these fissures, it is said, that the tongue of the murex darts into the other lesser shell-fish, which these prickles had before perforated, and thus feed upon them. The other is of the buccinum kind, which we have already described and delineated.

The learned Fabius Columna, as well as many ancient authors, say, that this is the peculiar characteristic of the true Tyrian purple, and that the other conch or murex emits a liquid which dyes a fine violet colour. That there were two sorts of what is commonly called the purple, is evident from a passage in Pliny *, where a person is represented saying, *Me Juvene violacea purpura vigebat, cujus libra* †, *denariis centum venibat, nec multo post rubra Tarentina.*

By the help of this distinction between these two colours, we shall be able to throw light upon several passages in the classic authors, otherwise obscure, among these that of Horace:

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* Lib. ix. cap. 29.

† Denarius was a Roman penny, very near the weight of the attic drachm, in our money of the value of eight pence, halfpenny, farthing. Seven of them being made out of an ounce, Troy weight, in the time of Tiberius. And we read of no higher value either before or after that time; which also continued legal weight in the time of Vespasian. After this they weighed less, eight of them being made out of an ounce, which reduced them to seven pence halfpenny of our money. For whereas their libra before contained but eighty-four, it now contained ninety-six of them. In the lower empire they scarce weighed half so much in pure silver. Though this was the price of this kind of purple, yet the so much more valuable Tyrian scarlet was often sold for one thousand Roman denarii a pound, so that it was ten times as dear as the common purple.

Te bis Afro,
Murice tinctæ
Vestiunt lanæ. Lib. ii. od. 16.

The bis tinctæ hath been generally understood by critics of cloth double dyed in the same materials, to give it a deeper dye; but may not we be of opinion that this so much valued Tyrian purple received first the tincture of the violet colour mentioned as above. This being afterward dyed in the deep Tyrian red, the second dying added a redness to it, which could not have been done by being double dyed in the violet colour.

That there was one kind of the purple of the ancients of a deep red like blood, is evident, from that beautiful allusion of Homer:

τον δε
Ελαβε πορφυριος θανατος κ'μοιρα κραταιη.

From the above mentioned mixture of the violet colour and the deep Tyrian red, arose the most beautiful and so valuable flaming purple, varying in degrees as the violet or the Tyrian red prevailed.

These two colours seem to be hinted at by Catullus, who, speaking of the marriage of Peleus and Thetis, says,

Tincta teget roseo conchylis purpura fuco.

And that the latter of these was more valuable, appears from its far greater price, as well as from its being more frequently described as the most distinguishing mark of Royalty. Thus Virgil,

Et princeps Tyrio vestem prætexuit ostro.

And Claudian, speaking of the marriage of Henerius, says,

Amplexu caleat purpura regio,
Et vestes Tyrio sanguine fulgidas,
Alter virgineus mobilitet cruor. Lib. v. 5. 114.

Many likewise are the instances in classic authors to prove that it is the peculiar property of the Tyrian murex to dye red, or of a crimson colour. Ovid says,

Nec quæ de Tyrio murice lana rubet.

And Virgil,

Syrioque ardebat murice læna. Æn. i. 1. 226.

The same author elsewhere calls it the purple of Sarra,

Ut gemma bibat, et Sarrano dormiat ostro.

From hence Milton takes occasion to describe the dress of the Archangel descending to the earth,

O'er his lucid arms
A military vest of purple flow'd,
Livelier than Melibean, or the grain
Of Sarra, worn by kings and heroes old.

Tarentum seems to be one of these places for preparing the purple dye, especially, as Pliny observes, in the time of Augustus; and the ruins of the buildings, as well as heaps of broken shells, remained there for several ages after. As these shells producing the purple were found in the Mediterranean, this will, perhaps, help us to understand the force of that line of Virgil,

In mare purpureum violentior influit annis. Geor. iv. 5. 373.

Virgil likewise alludes to this, when he says,

Lumenque Juventæ,
Purpureum, & Lætos oculis afflarat honeres.

The same poet, describing the funeral of Pallas, gives us to understand that this colour was of great esteem,

Tunc geminas vestes auroque ostroque vigentes,
Exulit Æneas: quas illi læta laborum,
Ipsa suis quondam manibus Sidonia Dido,
Fecerat & tenui telas discreverat auro. Æn. xi. 72.

In after ages it became the distinguishing mark of royalty, and made no small part of the treasures of the eastern monarchs, for when Alexander the Great had defeated Darius, and taken the city of Susa, he found among other spoils, to the value of five thousand talents of Hermonic purple, that had been laid up in store for near two hundred years. In process of time it became (as we have said), the mark of grandeur and dignity; hence, to put on the purple, was to assume the government; and sometimes of pride. Thus the rich man is represented in Scripture to be clothed in fine linen and purple. And as the Romans had a law forbidding all private persons the use of purple garments, so likewise none but emperors or supreme magistrates were allowed the use of purple instead of ink. Hence many of the loyal grants and laws were signed with purple; and Pamphilus, Apelles's master, made use of this liquid in painting or enamelling upon ivory, which was done by heating the ivory to a great degree, and then pouring into the engraved lines this liquid purple. Hence that epigram of Martial,

Encaustes Phaeton Tabula tibi pictus in hac est,
Quid tibi vis, Dipyron qui Phaetonta facis.

This colour was so admired by the ancients, that the poets added the epithet purple to every thing that was rare, bright, or valuable. Hence, by a surprising poetic licence, Horace, speaking of a swan, says that he was

Purpureis ales oloribus.

Poetry.

LINES WRITTEN BY A MIDSHIPMAN.

DEEP in the Orlop's darksome shade,
Unknown to *Sol*'s bright ray;
Where no kind chink's assistant aid,
Admits the chearful day.

Th' advent'rous Muse would fain explore
The mysteries of light,
Would fain attempt the distant shore,
And spread her wings for flight.

Do thou *Maria*, lovely fair,
Accept the tender lay;
To lines unartful lend an ear,
Sent far from *Biscay's Bay*.

Where spite of winter's dreaded wave,
Inur'd to naval toil,
Behold the gallant sailors brave
The foes of *Britain*'s isle.

Proud Gallia now disputes no more
The empire of the main,
But trembling sees all round her shore
Triumphant Britain reign.

On Britons then, ye fair ones smile,
Who plough for you the brine,
And in return for ev'ry toil,
Be thou, *Maria*, mine.

Each night a fair delusion charms
The brow of anxious care,
I grasp thy phantom in my arms,
And sigh to find it air.

Thy soft idea calms my soul,
When angry billows rise,
While thro' the air black tempests howl,
And lightning rends the skies.

When discord loud thro' all the decks,
In wild confusion reigns;
And ruin from a thousand leaks,
Each moment footing gains:

The massy guns at ev'ry heel,
Their strongest breechings rend,
And from the top-mast to the keel
The mighty timbers bend:

In that dread hour to bitter care
Let guilt his heart resign,
For mine, dear girl, what cause of fear,
So close allied to thine.

~~

On the Death of the late Sir C. LINDSAY, *Bart. Captain of his Majesty's Ship* DAPHNE, *who was drowned with three of his Crew, on the Coast of South America, the 10th of March,* 1799.

WHERE eastern gales their constant courses keep,
Where o'er the ocean swells the rising wave,
Rousing the monsters of the oozy deep,
As near the shore the heaving billows lave.

Where vertic beams incessant dart their rage,
Imparting horrors o'er the western world;
Where India's sons the vengeful conflict wage,
Britannia's flag triumphant reigns unfurl'd.

Urged by that fate oblivion ne'er can know,
To seek those laurels on the faithless main,
Whose fickle charms a transient glory show,
The patriot's triumph, or the hero's gain.

Lamented shade! thy bosom sigh'd for fame,
Despising pleasure's slothful lap of ease,
Inglorious wealth, or power, or titl'd name;
Thou soughtst renown, thou dar'd the hostile seas,

There brav'd the foe, there o'er their swelling pride,
Superior shone thy valour undismay'd,
Crush'd their vain boast, and in the crimson tide,
The vanquished banners of their heroes laid.

Vanquished to boast, to own where honour dwelt,
To envy whence Britannia's glory grew,
No more the victor's boast its rancour felt,
But sooth'd the anguish of the victim crew.

He taught their souls its sorrow to beguile,
And ev'ry object of its fear dispel;
Taught the stern brow o'er captive care to smile,
And own that worth where virtue lov'd to dwell.

But cease vain Muse to emulate his praise,
While o'er the scene the magic veil I cast,
Urge the swollen heart the heaving sigh to raise,
While sad remembrance weeps o'er sorrows past.

Bid soft compassion shed its kindred tear,
And sacred sympathy its source o'erflow,
And silent grief, that bleeds with woe sincere,
Their humble tribute to that worth bestow.

Warm'd by that ardour for his country's cause,
Whose constant dictates o'er the brave await;
Fearless he plung'd, defying ocean's laws,
Amidst its rage, and scorn'd the voice of fate.

Impetuous borne upon the howling surge,
His trembling bark the midnight waste explores;
Now o'er the prow the angry waves immerge,
Now roaring dreadful, burst upon the shores.

In conscious skill th' obedient helm he guides,
Avoiding oft the elemental strife;
Ah, hopeless task, malignant fate presides,
To sever soon the *silken thread* of life.

Lethean charms the careless crew invade,
Whose fatal power too oft exerts their sway,
Bid rude indifference o'er the scene pervade,
To lure them only as an easier prey.

The coming blast unseen its fury brings,
The reeling bark no more its force can bear,
O'er-prest above, no more she trembl'ing springs,
But sinks beneath in horror, and despair.

Ah! wretched scene, the floating wreck they grasp,
And chear each other with some fancied aid,
In vain they hope, in vain they firmly clasp,
The fancied safety which their frenzy made.

O'erwhelming waves their weary heads involve,
Yet still they struggle with the incessant tide,
Alas! too late they fix the firm resolve,
Alas! too late, since ev'ry hope's denied.

Severe distress their manly souls subdu'd,
To weep in sorrow o'er their awful state,
While conscious truth their sinking hearts endu'd,
To view, resign'd, the sad decrees of fate.

One ling'ring look they cast on all around,
One feeble sigh they breathe ere life is fled,
Then panting sink beneath the deep profound,
And sleep for ever in their oozy bed.

Lamenting numbers long thy loss shall mourn,
Once happy youth, whose virtues now no more
Shall wake to charm, or bid those bosoms burn,
To seek that fame which thou hadst sought before.

But the pale Muse with melancholic eye,
The treach'rous joy with sad distrust shall view,
While o'er thy fate she breathes the heartfelt sigh,
To gain that glory which awaits on you. I. E.

* * *

MR. EDITOR,

By inserting the following, the production of a youth who admires the brave defenders of his country, you will greatly oblige

Your constant Reader and Admirer,
C. STRONG.

THE willing Muse spontaneous chants her lays
In virtue's cause, and matchless valour's praise,
Illustrious deeds the British annals grace,
Which time's rude barb'rous hands shall ne'er efface;
Illustrious deeds! that make an equal claim
To future glory, and immortal fame.
With these the foremost Coghlan's name appears,
The admiration of succeeding years;
With brave enthusiastic courage fir'd,
The dauntless youth to noblest acts aspir'd;
All dangers brav'd, nor fear'd the num'rous foe,
Eager a Briton's daring breast to show,
He leaps on board, and with his vent'rous crew
Of sturdy comrades, to the combat flew,
Conceal'd the anguish of his painful wounds,
Whilst with victorious shouts his voice resounds;
The foe with awe his fortitude beheld,
And, but in vain, his bold attack repell'd.

Gazette Letters.

ADMIRALTY-OFFICE, FEB. 14.

Copy of a letter from Lieutenant Bond, commanding his Majesty's schooner Netley, to Evan Nepean, Esq. dated Oporto, 22d Dec. 1800.

SIR,

YOU will be pleased to communicate to my Lords Commissioners of the Admiralty, the substance of the enclosed copy of a letter to Lord Keith, which I have the honour to transmit to you, giving an account of the transactions and success of his Majesty's schooner under my command. I have the honour to be, &c. F. G. BOND.

MY LORD, *Netley, Porto, 22d Dec.* 1800.

I have the honour to acquaint you, that his Majesty's schooner under my command sailed from Lisbon on the 18th ult. and that on the 22d she captured the St. Antonio y Animas Le Fortuna, Spanish lugger privateer, of six guns and thirty-four men. On the 1st instant she took the St. Miguel El Volante, of the same description, of two guns and twenty-nine men; and on the 16th, 17th, and 18th, successively took possession of the Speedy brig, from Newfoundland, with cod fish; a Spanish coaster, laden with wine, &c. and the Spanish schooner privateer St. Pedro y San Francisco, of three guns and thirty-nine men. I have the honour to be, &c. F. G. BOND.

Lord Keith, K. B. &c.

ADMIRALTY-OFFICE, FEB. 17.

Copy of a letter from Admiral Milbanke, Commander in Chief of his Majesty's ships and vessels at Portsmouth, to Evan Nepean, Esq. dated the 15th inst.

I beg you to lay before the Lords Commissioners of the Admiralty the enclosed letter which I have received from Captain Morris, commanding the Lady Charlotte hired armed brig, giving an account of his having captured a French lugger. I am Sir, &c. &c.

M. MILBANKE.

His Majesty's hired armed brig Lady Charlotte, Plymouth Sound, Feb. 12.

SIR,

I beg leave to inform you, that yesterday the Start bearing N. N. W. six leagues, I observed a lugger to leeward, to which I gave chase, and in two hours came up with and captured her. She proves to be the Espoir, mounting six carriage guns (two brass four-pounders, and four iron two-pounders), manned with twenty-three men, from Cherbourg two days, and had not made any capture. From its blowing a gale of wind we were unable to exchange prisoners, I therefore judged it proper to see her into port. I have the honour to be, &c.

Mark Milbanke, Esq. GEO. MORRIS.

ADMIRALTY-OFFICE, FEB. 28.

Copies and extracts from letters received by Vice-Admiral Rainier, from the several Captains and Commanders of his Majesty's ships and vessels in the East Indies, from the 25th October 1799, to the 28th September 1800, with accounts of their respective captures, &c.

Copy of a letter from Captain William Hills, of his Majesty's ship Orpheus, dated La Copong, the Straits of Banca, the 25th October, 1799.

SIR,

I have the pleasure to inform you, that on my passage from Ternate to the Straits of Banca, I yesterday discovered two sail off Togolanda, which I chased at one P. M.; at three it fell calm, all the boats were hoisted out to tow the ship, and every exertion made to get up with them. On a breeze springing up at five o'clock, we cast off all our boats, but were not able to get alongside of them until a quarter before nine o'clock, when we brought them to a close action on each bow, which continued about a quarter of an hour, when they both struck their colours. They proved the Zeevraght and the Zeelast, the one a brig and the other a large panchallang, each mounting twenty-two guns of different calibres, from Macassar, loaded with rice, powder, shot, gun-carriages, and stores from Ternate. The vessels both belong to the Dutch East India Company. During the action, I lost one of my best seamen, killed in the main-top, and five wounded; among the latter is the First Lieutenant Hodgkins, who received a musket ball through his right arm; his conduct on this, as on every other occasion, has given me the satisfaction that warrants my recommending him to your notice and attention. I had great pleasure in observing the zeal of all the Officers and men on this occasion, as I have done several other times since my arrival at these islands, which justly entitled them to my thanks. Enclosed I send you a list of the killed and wounded on board the Dutch vessels. I have, &c.

WILLIAM HILLS.

P. Rainier, Esq.

List of killed and wounded on board the under mentioned vessels, captured by his Majesty's ship Orpheus, William Hills, Esq. Captain, the 25th October, 1799.

Sanchallang Zeelast, Captain Pieter Jansen.—Number on board at the time of the action 42; one killed.

Brig Zeevraght, Captain Pieter Meuse.—Number on board at the time of action 33; six killed, Captain Meuse and six seamen wounded.

W. HILLS.

Extract of a letter from Captain George Astle, of his Majesty's ship La Virginie, dated Amboyna, the 20th May, 1800, to Vice-Admiral Rainier, Commander in Chief, &c. &c.

I beg leave to acquaint you that I arrived here on the 6th of May. I enclose a list of vessels I captured on my passage, which are all arrived at Amboyna.

List of vessels captured between the 22d March and 26th April, 1800.

A Dutch prow, mounting four swivels, small arms, &c. manned with sixteen men, laden with sundries, out three days, from Macassar bound to Sambauwa; captured 22d March, in latitude 6 deg. 5 min. south, longitude 117 deg. 25 min. east.

A Dutch prow, mounting two brass swivels, small arms, &c. manned with fifteen men, laden with sundries, six days from Macassar, bound to Sambauwa; captured 26th March, in latitude 5 deg. 51 min. south, longitude 118 deg. 25 min. east.

A Dutch prow, manned with fourteen men, laden with sundries, eight days from Macassar, bound to Sambauwa; captured 29th March, in latitude 5 deg. 29 min. south, longitude 118 deg. 46 min. east.

On the 26th April, in latitude 1 deg. 10 min. south, longitude 126 deg. 25 min. east, fell in with and captured the following vessels, under Dutch colours, from the island of Java bound to Ternate, *viz.*

Vrow Helena (ship), mounting eight six-pound carriage guns and four swivels, manned with forty men.

Brig Helena, mounting twelve six-pound guns, manned with 20 men.

Brig Braack, mounting ten four-pound guns, manned with 12 men.

The three latter vessels, laden with annual supplies for the garrison on the island of Ternate, and had on board, exclusive of their cargoes, specie to the amount of 17,943 Spanish dollars.

Extract of a Letter from Captain E. O. Osborne, of his Majesty's ship Arrogant, to Vice-Admiral Rainier, Commander in Chief, &c. &c. dated on board his Majesty's ship Arrogant, at Sea, the 26th of June, 1800.

The difficulty of getting water at Anjer Point, induced me to proceed to Mew Bay, where I arrived with the Orpheus, the 5th May. The 7th of May we captured a small ship, from the Isle of France, in ballast, which was burnt. May 16th, sailed with the Arrogant and Orpheus, from Mew Bay, and passing to the northward of the islands of Batavia, made the land of Java, 16th May, near Point Indramago, and having Bumkin Island in sight at the same time to the eastward of Batavia; the same day discovered a large ship and a brig at anchor, to whom we gave chase; and who, after having made some signals to each other, made all sail from us in for the land. It was late in the evening before we got near them, when we discovered the ship to be a vessel of force, and having several guns on her lower deck, and the brig also mounting fourteen guns; finding they could not escape us, they both ran on shore, at some miles distant from each other, to the westward of Point Indramago. We were soon within random shot of the ship, and anchored as near her as the depth of water would admit, when she began firing at us, which was returned by several guns from each deck. About this time two boats were observed going from her full of men; and as it grew dark shortly after, some of our boats were sent to prevent the crew of the ship from landing, and to summons her to surrender, which they could not do till the morning; this I conclude was with a design of destroying her, if they could have accomplished landing the crew in the night, but the vigilance of our boats prevented this taking place, as her boats were taken, full of men, the first time the attempt was made. At day-break she surrendered, and was taken possession of, when we found her to be the Hertzoy de Brunswick (armed ship), belonging to the Dutch East India Company, Jan Cornelius Baune, Commander, mounting twenty guns on the upper-decks, and eight guns on the lower-deck, and manned with 320 men, part of whom had made their escape on shore. At the time the boats were sent to prevent the men from landing from the ship, other boats were sent under the direction of Lieutenant Blayney, to board the brig, which was some miles distant from us. This service he accomplished without loss, and soon after brought her near us, when we found her to be the Dolphin armed brig, commanded by Jan Vauntyes, belonging to the Dutch East India Company, mounting fourteen guns, and having on board sixty-five men. May 24th, at day-break in the morning, we captured, close under the land, a small armed brig of six carriage-guns, and some swivels, on a cruise from Sumarang, which place she had left the preceding day. On the evening of the 25th we got sight of Japura, and the ship at anchor there; but it fell little wind, and we were obliged to anchor at the distance of ten or eleven miles from it; as they had observed us from the shore, I thought no time was to be lost, and therefore at eight P. M. sent all the boats, well manned and armed, with Lieutenant Blayney Rice, who got to the ship about midnight; and though she had been hauled close to the shore (on seeing us in the evening), under a small battery, yet the surprise was complete, and she was boarded without any loss, many of the crew jumping overboard at the time. The battery fired on them so soon as they discovered her to be in our possession; but though some of the boat's oars were broke by the shot, no other accident happened, and they effected getting her out before day light, when she joined us, and we found her to be the Dutch East India Company's ship Underneming, mounting six carriage-guns, and having eighty men on board. After putting the prize in order, May 28th, joined the Orpheus off Cheribon, and found that in our absence she had captured a Dutch brig, a sloop, and two prows; the three latter were destroyed. Same day run into the anchorage to the westward of Point Indramago, where she landed most of the prisoners; some of them being very sickly. The Dolphin brig is a new vessel, well coppered and equipped, and well adapted for service (particularly in shoal water), she mounts fourteen guns, and has good room and security at quarters. A true extract.

(Signed) J. HOSEASON, Pro. Sec.

SIR, *Arrogant, Madras Roads, A. M. August* 11, 1800.

I have the pleasure to acquaint you, that on the morning of the 4th August, being in sight of Point Divy, we discovered two ships in the N. E. and a brig E. by S. to the former we gave chase, and about noon we were sufficiently near to see that one of them was a small frigate with a tier of guns, and the other a merchant ship, both under English colours. At three quarters past two P. M. we had neared the chase considerably, when she began throwing her guns, boats, and other heavy articles, overboard. At four P. M. the shot from our chase guns went over her, when she hauled the English ensign down, and hoisted French national colours, fired her stern-chases two or three times at us, and then struck. She proved to be L'Uni French privateer, of thirty guns, eighteen and nine-pounders, all of which were thrown overboard during the chase, except two eighteen-pounders, two nine-pounders, and two carronades; she was commanded by Jean Francois Hodoul, and had a crew of 250 men, on leaving the Mauritius on her present cruise: but had on board only 216 men when captured, having put the rest into prizes; on taking possession of her, we found the other ship was the Friendship (English merchantman), from Bengal bound to Madras, and that the brig was the Bee, from Madras bound to Masulipatam, both of which vessels had been captured by her in the morning; we made sail after the ship, which we recaptured at ten at night, but the brig made her escape. L'Uni left the Mauritius the 4th May, and had captured the English privateer Harriot from the Cape of Good Hope, the Helen belonging to Bombay, and the ship and brig before mentioned. The Arrogant, with L'Uni prize, anchored in this Road last night at nine o'clock, and the recaptured ship Friendship I expect shortly, as she sails tolerably well, and I only parted with her two days ago. I have the honour to be, &c.

P. Rainier, Esq. (Signed) EDW. O. OSBORNE.

SIR, *Bombay, September*, 3, 1800.

I beg leave to inform you of my arrival here on the 30th of August, after a passage of eleven days, from Mocha. About fifty leagues to the eastward of Aden, I fell in with and took the Clarissa, French privateer, from the Mauritius, who threw over her guns, and cut away her anchors, with a view to escape; we found one hundred and forty eight men on board her: she is only between two or three years old, built at Nantz. I am, &c. &c.

P. Rainier, Esq.

J. BLANKETT.

Copy of a letter from Lieutenant James Mein, commanding his Majesty's schooner Netley, to Evan Nepean, Esq. dated off Oporto, the 2d inst.

SIR,

I beg leave to enclose for the information of my Lords Commissioners of the Admiralty, the copy of a letter from me to Admiral Lord Keith. I am, Sir, your most obedient humble servant,

JAMES MEIN.

MY LORD, *Netley, off Oporto, Feb. 2, 1801.*

I have the honour to inform your Lordship, that in obedience to orders from Captain Cockburn, of his Majesty's ship La Minerve, on the 27th ult. I sailed from the Tagus in his Majesty's schooner Netley, under my command, charged with the trade from Lisbon bound to the northward. On the 31st, being off the Bar of Oporto, I fell in with four privateers, one of which was captured by the Netley, after a chase of two hours; she is called Santa Victoria, a Spanish lugger, mounting six guns, and manned with twenty-six men. The other three privateers escaped by my being obliged to rejoin the convoy, some of the ships having the signal hoisted for an enemy to windward. I have the honour to be, my Lord, your Lordship's most obedient humble servant,

Lord Keith, K. B. &c.

JAMES MEIN.

Copy of a letter from Lieutenant Lloyd, commanding the Nimble Cutter, to Evan Nepean, Esq. dated Feb. 24, 1801.

SIR,

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that at the back of the Isle of Wight, yesterday at two P.M. having the trade from Dartmouth under my convoy for the Downs, I fell in with, and, after a chase of six hours, engaged and captured the Bonaparte cutter privateer, of Cherbourg, of fourteen brass guns, of four and six-pounders, and forty-four men, two days out of port; she had captured a light collier from Plymouth. I am happy to say the Nimble had no men killed or wounded; and that Mr. Watts, the Master, and all the petty Officers and seamen, behaved like British seamen. The privateer had two men killed, and the First Lieutenant dangerously wounded.

ADMIRALTY-OFFICE, MARCH 3.

Copy of a letter from Admiral Lord Gardner, Commander in Chief of his Majesty's ships and vessels on the Coast of Ireland, to Evan Nepean, Esq. dated at Cork, the 22d ultimo.

SIR,

I herewith enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter which I received yesterday afternoon from Captain Twysden, of his Majesty's ship Revolutionnaire, giving an account of his having captured the Moucheron French brig privateer, belonging to Bourdeaux, mounting sixteen guns, and one hundred and thirty men. I am, Sir, &c.

GARDNER.

MY LORD, *Revolutionnaire, at Sea, Feb. 16.*

I have the honour to inform your Lordship, that early this morning I captured the French brig privateer Moucheron, belonging to Bourdeaux, mounting sixteen guns, twelve and six-pounders, and one hundred and thirty men, out twenty days from Passage, but had only made one capture, the William brig of London, from Saint Michael's, loaded with fruit. I have the honour to be, &c.

Lord Gardner. —— THOMAS TWYSDEN.

Extract of a Letter from the Honourable Captain Robert Stopford, of his Majesty's Ship Excellent, in Quiberon Bay, to Earl St. Vincent, the 23d of February, 1801.

MY LORD,

I have the honour to acquaint your Lordship, that on the night of the 20th instant, I sent the boats of the Excellent to endeavour to bring off a cutter and a sloop which were at anchor near the Point of Quiberon; unfortunately that same evening, after dark a large *chasse maree*, with troops on board, going to the island of Belleisle, had taken her station close to the above vessels, the resistance which the boats met with was consequently much greater than there was at first reason to expect; this circumstance did not, however, prevent Lieutenant Church (having the command of the boats), from making the attack upon the *chasse-maree*, in which he gallantly persevered, till being badly wounded himself, and two men killed in his boat, he was obliged to retire; the other boats under the command of Messrs. Crawford and Manning (Midshipmen), resolutely boarded and succeeded in bringing off the cutter called L'Arc, an armed vessel in the service of the Republic, commanded by an Enseign de Vaisseau, and employed as convoy to and from Belleisle; this vessel had also on board a detachment of troops, who were made prisoners, and who made the vessel's force much superior to that of the assailants.

—— R. STOPFORD.

Copy of a Letter from Mr. Humphrey Gibson, Master of the Lord Nelson private ship of War, to Evan Nepean, Esq. dated Plymouth Sound, 28th of February, 1801.

SIR,

Be pleased to inform the Lords Commissioners of the Admiralty, that, on the 26th instant, at three P. M. being between the Isle of Wight and Portland, a lugger hove in sight to leeward, with a large sail in chase of her; conceiving I might cut her off, I instantly bore away in a direction for that purpose, and, after a chase of four hours, had the good fortune to effect it, and being about to board her, she struck her colours. On taking possession of her I found her to be the Espoir lugger privateer, Monsieur Alegis Basset, commander, mounting fourteen carriage guns, with seventy-five men, had sailed only two days before from Saint Maloes, and had taken nothing. The sail in chase proved to be his Majesty's frigate L'Oiseau, Lord Augustus Fitzroy, commander, which came up as we were exchanging prisoners. None killed or wounded. I have the honour to be, &c. &c.

—— HUMPHREY GIBSON.

DOWNING-STREET, MARCH 7.

A letter, of which the following is an Extract, has been received by the Right Hon. Henry Dundas, one of his Majesty's principal Secretaries of State, from Lieutenant-Colonel Frazer, Commandant of the Garrison of Goree, on the Coast of Africa, dated off Senegal, 5th January, 1801.

On the 3d instant, the weather being very favourable, and the surf unusually low, it was determined by Sir Charles Hamilton and myself to attack an armed brig and schooner, laying at anchor in the river. The party destined for this service, consisting of fifty five volunteers from the Melpomene, under the command of Lieutenant Dick, five from the crew of the transport, and thirty-six, commanded by Lieut.

Christie, from the African corps, left the frigate at half past nine o'clock, in five boats; and, having passed the bar without accident, and the batteries at the point, without being discovered, arrived, at a quarter past eleven o'clock, within a few yards of the brig, when the enemy commenced a very heavy fire, through which our people boarded, and, after a very severe contest, which lasted twenty minutes, carried the vessel. It appears she was called the Senegal, commanded by M. Renou, mounted eighteen guns, with about sixty men, eighteen of whom are prisoners. Two of the best boats having been destroyed by the enemy's shot, Lieutenant Dick judged it better to turn the guns of the brig upon the schooner than to attempt boarding her, and kept up a well-directed fire for some time; but she was so well protected by the batteries on shore, and by small arms from the southern bank, that he found it necessary to desist; and, cutting the brig's cable, made sail with her down the river. After two hours' possession, she unfortunately grounded, and he was obliged to relinquish his prize, after rendering her unfit for farther service. The retreat was conducted with the greatest order, and the whole of the prisoners and wounded brought off, notwithstanding the surf upon the bar, and under a fire of grape and small arms from the adjoining batteries.

I enclose a return of the killed and wounded *, and have to regret the loss of two very gallant Officers, Lieutenants Palmer, of the Navy, and Vivian of the Marines.

ADMIRALTY-OFFICE, MARCH 7.

Copy of a letter from Sir Charles Hamilton, Bart. Captain of his Majesty's Ship Melpomene, to Evan Nepean, Esq. dated at Goree, 8th Jan. 1801.

SIR,

You will be pleased to inform their Lordships, that, being off the bar of Senegal, on the 3d instant, the weather moderate and the surf low, with the concurrence of Colonel Frazer, I conceived it possible, if we could surprise a brig-corvette and an armed schooner, anchored within the bar, to possess ourselves of the battery commanding the entrance, and, by the means of their own vessels, as I had none under my command fit for the purpose, to have finally reduced Senegal; I therefore detached Lieutenant Dick, with ninety-six Officers and men from the Melpomene and African corps, in five boats, who left the ship at nine P. M. were fortunate enough to pass the heavy surf on the bar with the flood-tide, without accident, and unobserved by the point battery; but, on their approaching within hail of the brig, the alarm was given, and the two bow-guns discharged, by which Lieutenant Palmer, with seven seamen, were killed, and two boats sunk. Notwithstanding this unfortunate accident, the brig was carried, after an obstinate defence of twenty minutes, but which gave the schooner time to cut her cable; Lieutenant Dick, finding that the loss of his two best boats, and many of his best men, added to a constant fire from the schooner and two batteries, must have rendered any farther attempt abortive, he judged it right to make every attempt to get her over the bar, but the ebb-tide having made, and being totally unacquainted with the navigation of the river, she got aground; and feeling it impossible ever to get her off, he found it absolutely necessary to retreat; and, under the many obstacles he had to surmount, across a tremendous surf, under a heavy fire of grape and musketry, excites my admiration even more, if possible, than the gallant manner in which the brig was carried; I therefore feel it my duty to recommend Lieutenant Dick to their Lordships' notice, who speaks highly of the Officers and men employed under him, both from this ship and the African corps; and we had the satisfaction, at day-light, to perceive the brig had sunk up to her gunwales in a quick sand. It appears she was called the Senegal; had been fitted out there at the expence of the Republic, and was commanded by Citizen Renou, who was on board at the time, and of whose fate we are uncertain; she mounted eighteen guns, twelve and nine-pounders, and had nearly sixty men on board, some of whom escaped in a boat, the rest were killed in boarding, except five whites and thirteen blacks, who are now on board this ship. It was chiefly owing to the alacrity and courage of the latter that we met such resistance. Enclosed I have the honour to transmit a list of killed and wounded. I remain, Sir, &c. &c. (Signed) C. HAMILTON.

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* See Captain Hamilton's letter.

LIST OF KILLED AND WOUNDED.

Killed.—Lieutenant William Palmer, Lieutenant Vyvian, First Lieutenant of Marines; Mr. Robert Main, Midshipman; six seamen; one marine; one corporal of African corps.

Wounded.—Mr. John Hendrie, Master's Mate; Mr. Robert Darling, Surgeon's Mate; ten seamen; one corporal of marines; four private marines; Lieutenant Christie, African corps.

(Signed) C. HAMILTON.

Copy of a letter from Sir Hyde Parker, Admiral of the Blue, &c. to Evan Nepean, Esq. dated in Yarmouth Roads, the 3d instant.

SIR,

Admiral Dickson having acquainted me, that he, this morning, received a letter from Lieutenant Wright, commanding his Majesty's brig Cobourg, acquainting him of his having captured a French lugger privateer, I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a copy of the Lieutenant's letter, and am, Sir, &c. &c. H. PARKER.

SIR, *His Majesty's Brig Cobourg, at Sea, March 2.*

I beg leave to acquaint you, that in his Majesty's hired brig Cobourg, a few miles from the land, at nine this evening, I captured the French lugger privateer called the Bienvenu, of fourteen carriage guns, belonging to Calais, out two days; two of her prizes are now in sight, which I hope to recapture. I have the honour to be, &c. &c.

Admiral Dickson, &c. —— M. WRIGHT.

Extract of a letter from Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 5th instant.

Enclosed I transmit a letter from Mr. John Luckraff, acting Lieutenant and Commander of the Swan cutter, giving an account of his having captured Le Vengeur French privateer.

SIR, *Swan Cutter, Dartmouth Range, March 3.*

I beg leave to acquaint you, that on the 1st instant, the Praule Point bearing about N. E. distance one league, I captured a small French lugger privateer, called Le Vengeur, Le Roy commander, mounting two large swivels, carrying a number of small arms, and manned with seventeen men, one of which is wounded by bringing her to; she had been ten days from St. Maloes, and (fortunately) had not taken any thing; I farther beg to say, that on this occasion, in behalf of the owners of the cutter (the weather being so bad), we had the misfortune of losing one of their best boats in taking possession of her. I am, &c. &c. JOHN LUCKRAFF.

Sir Thomas Pasley, Bart. &c.

Marine Law Cases.

COURT OF KING'S BENCH, GUILDHALL, MARCH 4. 1801.

Earl of St. Vincent v. Tucker, Esq.

MR. JERVIS opened the pleadings in this case, from which it appeared, that this was an action for money had and received for the plaintiff's use.

Mr. Erskine stated that this action was brought by the Earl of St. *Vincent* against Mr. *Tucker*, who is a Prize-Agent, in order to recover from him a sum of money which he received, and which he (Mr. E.) apprehended was received for the use of the Noble Earl (the Plaintiff). The only defence Mr. Tucker could have was, that he retained that sum of money in his hands, subject to some superior claim. He understood that Lord Nelson contended that he ought to receive from Mr. Tucker what was demanded of him by that action. Lord Keith also conceived that he had a title to this money, though he did not that day mean to enforce his claim. If the verdict of the jury should be in favour of the Noble Earl, it would not operate as a bar against these two Noble Commanders. The persons interested were all of the highest reputation, and whose names and characters must ever remain dear to England. They were also friends to one another; and this controversy was by no means of a pecuniary nature; but arose out of the different opinions that had been entertained on the subject, as to the cuſtom of the service. In the month of October, 1795, the Noble Earl was appointed Commander in Chief of his Majesty's fleet on the Mediterranean station, and soon afterwards, the limits of his command were extended along the Coasts of Spain and Portugal, to Cape Finisterre, and the Noble Earl continued in that command till November 26, 1799. On the 11th of March, in that year, and therefore during the existence of the Noble Earl's command, he sent orders to Captain Digby, of the Alcmene frigate, to cruise on the North Coast of Spain. Captain Digby actually did cruise under those orders, when he took two Spanish ships, of great value, which were afterwards libelled and condemned in the Court of Admiralty; and the question for the consideration of the jury was—Whether Capt. Digby, having taken these two prizes within the limits of the Mediterranean ſtation, over which the Noble Earl presided—Captain Digby having gone on this cruise, under these orders—having continued under these orders unrevoked and unrepealed—and even if the Noble Earl had returned to this country, and Captain Digby had received his orders from the Senior Officer left on the station—the question was, whether the Noble Earl was not entitled to his share.

It was perfectly known to every body, that all prizes taken in the war—that all the property of enemies taken in war belonged to the King, *Jure Coronæ*. But for the benefit of the service, and for the encouragement of the Navy, which had long been the pride, the ornament, and the glory of Britain, his Majesty had condescended, by different acts of Parliament, to divest himself of the right to this property. And therefore, generally, at the beginning of every war, there was a Prize Act passed for that purpose, and a Royal Proclamation. In consequence of these, all property of that kind—all prizes, were divided among the different ranks of the Navy—in such proportions as his Majesty thought fit to direct. It was quite clear there were but two ways in which any person could be entitled to prize-money. Seamen and inferior Officers must be on board the ship who took the prize, or they must be in sight at the time the prize was taken, and must be constructively aiding and assisting. But the Superior Officers of his Majesty's Navy were entitled to prize-money, not in consequence of their actual presence, nor in consequence of that constructive aid, but in consequence of the prizes being taken under the immediate directions and orders issued to the Officers who took them, or by virtue of their superintending authority, by their command, and within their station, under whose orders the prizes were taken. It was not necessary, nor had it ever been held, that the Admiral commanding on any station should with his own hand issue the order under which the prizes were taken; but it was sufficient if the orders were issued by any person under his controul and authority. The question arose under these circumstances:—The Earl of St. Vincent had devoted his time and talents so much to his country, as to overpower his constitution by his unremitting services, insomuch that it became necessary to apply for leave of absence to the Admiralty, who, on the 2d of November, 1798, wrote a letter to the Noble Earl, informing him they complied with his request, and desired him to give to the next Senior Officer, who, in his absence, was to command the fleet, such instructions as he might judge necessary. The Noble Earl continued on his station a considerable time after that period, giving orders to the different ships under his command. At last he sailed for England in his Majesty's ship Argo, with his flag flying as Commander in Chief. Upon his arrival it was absolutely necessary for the Noble Earl to apply to the Admiralty even before he could come out of his ship.

When *Mr. Erskine* was proceeding,

The *Attorney General* interfered, and said, he appeared for Lord Nelson. Lord Keith did not appear by any Counsel. And if his friend would come to such admissions as would enable him to try the question, he should give no trouble, as he understood there was then no defence.

Lord Kenyon said—"The defendant would take care to pay the money into the right hand, in case it might be claimed by somebody else." His Lordship said, "they would prove the Defendant had received the money, and that the prizes were taken within the proper latitudes."

Captain Digby proved that he had cruised under the orders of the Earl of St. Vincent, and that during that cruise he had captured the Spanish frigates the El Thetis and Santa Brigida, near Ferrol, on the 16th and 17th of October, 1799. It appeared that the Noble Earl's share, as Commander in Chief, amounted to 9671*l.* 8*s.* and the Gentlemen of the Jury, under the direction of the Lord Chief Justice, found a verdict for him to that amount.

ADMIRALTY COURT, MARCH 7.

Neutral Ships.

THE following interesting case occurred in the High Court of Admiralty of England, before Sir WILLIAM SCOTT, Judge Advocate:—The Jonge Vrow Wilhelmina, a neutral vessel, Capt. Jacobus, commander, belonging to Pappenburgh, and engaged in a course of trade on the coast of Holland, perfectly consonant to the Laws of Nations, was stopped and boarded by the Ajax, a Guernsey privateer. The Captain of the privateer, through the medium of an interpreter, intimated to Captain Jacobus, that he had good reason to think he was engaged in a contraband commerce, which the inspection of his ship's papers would expose; but that if he would give him a certain sum of money, he would release his ship. The Captain of the Wilhelmina, alarmed at the circumstance of having his ship boarded, and apprehensive of his voyage being delayed, readily consented to the demand, in order to get off, and paid the Captain of the Ajax what he thought proper to extort. No sooner had this transaction been concluded, than the Ajax made prize of the neutral ship, and carried her into Guernsey, where the Prize Commissioners condemned her. The ground of the condemnation was, that the pretence by which the Captain of the Ajax obtained a sum of money to release the ship, was an innocent stratagem to make the Captain of the neutral ship confess the truth, and that the payment of it by the latter was an absolute admission of his carrying on an illicit commerce. The matter was brought into the superior Court, and upon taking the depositions of the neutral Captain, and examining his papers, it appeared he was in the prosecution of a legitimate commerce. To answer this, the affidavit of the Commissioners, which appeared to have been irregularly procured, was produced, stating that they had proceeded on the ground, that the stratagem of the Captain of the Ajax was an innocent one, and that the compliance of Capt. Jacobus decided the question of his illegal trading; after hearing Dr. Nicholls, the King's Advocate, for the captors, and Dr. Lawrence, for the neutral owners,

Sir WILLIAM SCOTT pronounced judgment. He expatiated upon the general Laws of Nations, with regard to Neutral Powers, and then applied them to the particular case in question. He expressed himself in unqualified terms of indignation at the conduct, not only of the Captain of the Guernsey privateer, but of the Commissioners who had sanctioned it; he feared such practices were but too prevalent; it was a species of conduct disgraceful to the British Flag and to the National character; he wished he could have used softer terms, but in speaking of such an act, he could no otherwise describe it, than as oppressive, unjust, and fraudulent; an infraction of the Rights of Neutral Nations; a disgrace to the justice of our own, and a violation of its positive laws. The innocent stratagem, as it was called, and the undue advantage attempted to be made of it, were, in his opinion, acts of the highest atrocity, and deserving the severest animadversion and punishment. All the satisfaction he could make to the injured Neutral Owners, they should receive at his hands; and to that effect he decreed, that the Wilhelmina should be restored to them, and all the loss, damages, expences, and costs, occasioned by her detention, fully paid by the Captain of the privateer, or by his owners.

CAPTURE OF THE KENT EAST INDIAMAN.

[From the India Telegraph of the 18th October, 1800.]

ON Sunday last accounts were received in town (*Calcutta*) of the capture of the Hon. Company's ship *Kent*, Captain RIVINGTON, after an engagement of considerable duration with the *Confiance*, Captain SURCOUFF, off the *Sand Heads*.

On Tuesday morning the 7th instant, at day-light, a strange sail was discovered in the N. W. quarter; the Kent at that time was lying to for a pilot, and Captain Rivington conceiving the vessel in sight to be a pilot schooner, immediately bore down, hoisted his colours, and made the signal for a pilot; the stranger, upon this, made sail and hauled up towards the Kent; it was soon after discovered that she was a ship, the hands were immediately called to quarters, and the ship prepared for action; upon her approach to the Kent, as she shewed no colours, a shot was fired at her from the larboard side, which was followed up, as she passed upon the opposite tack, by a broadside, and a constant fire kept up while she was within reach of the guns; the privateer, for it was now ascertained to be so, soon afterwards tacked, came up on the larboard side and commenced the engagement within about musket-shot, but without doing much injury, although she continued in this position for some time:—she then shot a-head, and passing round the bow of the Kent, renewed the engagement on the other side, nearly at the same distance and for the same length of time, but with as little effect as before. She afterwards made sail a-head, as if with the intention of relinquishing the attack and making off, which she could easily have done, having greatly the superiority in sailing; when she had got about the distance of half a mile a-head of the Kent, she was, however, observed to haul her mainsail up, and wear round immediately towards her, and in about ten or fifteen minutes afterwards, or as soon as her guns would bear, she, for the first time, hoisted the National colours (Surcouff afterwards declared that he had forgot them before), and fired a broadside and a volley of musketry from every part of the ship, which was immediately returned by the Kent, and continued while her guns would bear; the privateer then wearing round her stern, ranged close up alongside, and received a full discharge from the Kent's starboard guns; at this moment she fired a whole broadside and threw a number of hand grenades from her tops into the Kent, some of which penetrated the upper deck and burst on the gun deck, at the same time a fire of musketry was kept up from her tops, which killed and wounded a number of the passengers and recruits that were on the quarter deck and poop; when the ships were completely locked with each other, Captain Surcouff entered at the head of about 150 men, completely armed for boarding, having each a sabre and a brace of pistols; the contest upon deck was now desperate, and lasted for about twenty minutes; but the enemy, having greatly the superiority, both in number and arms, were victorious, and a dreadful carnage ensued, they shewing no quarter to any one who came in their way, whether with or without arms; and such was their savage cruelty, that they even stabbed some of the sick in bed.

Upon gaining possession of the poop, the French immediately cut down the colours, and soon after this had complete possession of the ship.

Captain Surcouff, finding some disinclination in his crew to board, had been under the necessity of plying them several times with liquor, as well as to promise them an hour's pillage, in the event of carrying the ship, and this time they completely occupied, breaking open every package they could come at, and even taking the coats, hats, shoes, &c. from the persons of the officers and passengers.

From the commencement of the action until the French were in possession of the ship, was about an hour and forty-seven minutes; and, from the gallant manner in which the officers and crew of the Kent behaved while the ships were clear of each other, there is not a doubt but she would have overcome the privateer; but there being a very great deficiency of small arms, they had no means of repelling such a number of boarders, so well prepared for close action; and Captain Surcouff acknowledged that had he not succeeded in carrying her, his own ship must soon have sunk alongside.

It is with extreme regret we add, that Captain Rivington, after the most manly conduct in the defence of his ship, fell by the musketry from the tops of the privateer, while Surcouff was in the act of boarding.

In the afternoon the officers, passengers, and crew of the Kent, were sent on board an Arab vessel, which hove in sight, and which had been plundered by the privateer the day before; some of the seamen were, however, detained on board the privateer and put in irons, with the hopes of inducing them to enter. The Chief Officer, Surgeon, and Surgeon's Mate, with about thirteen of the most dangerously wounded, were detained on board the Kent, under pretence of its requiring too much time to remove them.

Although the prize master informed the unfortunate people who were sent on board the Arab, that there was abundance of provisions and water, yet upon enquiry there was found only a very small quantity of rain water, scarcely equal to half a pint each per day, for four days, with a few dates and raw rice to subsist on, and they were consequently reduced to the utmost distress, before they were relieved by one of the pilot schooners which they met in the roads.

LIST *of* OFFICERS, SEAMEN, PASSENGERS, *and* TROOPS, *killed and wounded on board the Hon. Company's ship Kent, in action with La Confiance, French privateer, off the Sand Heads, in the Bay of Bengal, 7th of October, in twenty five fathoms water.*

[Published by Order of Government.]

Robert Rivington, Esq. commander,	Killed
Mr. J. Findlay, Carpenter,	Ditto
Mr. Wl. Bazely, boatswain's mate,	Ditto
Mr. R. Youl, third officer,	Dangerously wounded.
Mr. J. Tween, fourth ditto,	Ditto, ditto
John Cooper, seaman,	Do and left on board the Kent.
Henry Bransley, ditto,	
Cornelius Zadhn, ditto	

William Karr, seaman	Wounded
Mr. W. Cator, free merchant, Bengal,	Killed
Mr. T. H. Graham, writer, ditto,	Ditto
Mr. J. Puller, ditto, ditto,	Dangerously wounded, and could not be removed from the Kent.
Benj. Tichburn, cadet, Madras,	
Mr. R. Sherwood, assist. surgeon, do.	
Mr. J. Ewer, writer, Bengal,	Slightly wounded
Mr. John Warner, cadet,	Wounded
Mr. H. Gibson, assistant surgeon,	Ditto
Mr. R. Moor, cadet, Madras,	Severely wounded, since dead
Mr. Alex. Pentland, ditto, ditto,	Ditto
Mr. Charles Gahagan, ditto, ditto,	Wounded
M. Charles Mitchell, ditto, ditto,	Ditto
Mr. L. S. Smith, ditto, ditto,	Ditto
Corporal Wally, H. M. 10th reg. foot,	Killed
T. Cooper, ——76th ditto,	Ditto
S. Cole, H. M. 27th Light Drags.	Ditto
J. Davies, H. M. 25th ditto	Ditto
J. Pickering, H. M. 29th ditto,	Ditto
J. Mullagen, H. Company's recruit,	Ditto
Captain Pilkington, Aid-de-Camp to Hon. Gen. St. John,	Severely Wounded,
Ensign Palmer, H. M. 10 regt. of foot,	Wounded dangerously,
Ensign Byne, H. M. 76th ditto,	Ditto
Serjeant O'Bryen, H. M. 10th ditto,	Dangerously wounded, and could not be removed from the Kent
Serjeant M'Cullum, H. M. 29th Light Dragoons.	
P. Lucas, H. M. 76th ditto,	
A. Crowdall, H. M. ditto, ditto,	
Francis Fletcher, H. M. ditto	
Henry Magness, H. M. ditto, ditto,	
J. Floyd, H. M. 25th light dragoons,	
Corporal Finegan, H. M. 29th ditto,	Wounded
Corporal Spicer, H. M. 76th foot	Ditto
John Healing, ditto,	Ditto
John Seawood, ditto,	Ditto
W. Potts, ditto,	Ditto
W. Colliers, H. M. 27th light drags.	Ditto
Henry Perry, ditto,	Ditto
Sam. Daniels, H. M. 10th reg. foot,	Ditto
Richard Gillings, ditto,	Ditto
G. Wright, H. M. 29th light drags.	Ditto
J. Griffiths. Hon. Company's recruit	Ditto
Henry Hayding, ditto,	Ditto
John Gamerith, ditto,	Ditto
Andrew O'Neal, ditto,	Ditto
John Stafford, ditto,	Ditto
William Dickson, ditto,	Ditto
E. Ford, private, H. M. 76th foot,	Dangerously wounded, and left on board the Kent

Abstract	11	Killed
	44	Wounded
Total killed and wounded	55	

LOSS OF THE INVINCIBLE.

Extract of a Letter from a Midshipman of his Majesty's late Ship the Invincible, to a Friend in Town, dated Yarmouth, March 18.

"ONLY two days have elapsed since I last wrote to you, and in that short space the most melancholy accident has happened, namely, the total loss of our ship. We set sail from Yarmouth on Monday morning for the Sound, to join the fleet under the command of Admiral Sir Hyde Parker, and, about two o'clock in the afternoon, the ship struck on a sand-bank, where she beat most violently for upwards of two hours, when her masts were cut away, and she immediately got into deep water. Her anchor was then cast, and we all thought ourselves safe; for, notwithstanding she leaked considerably, the water gained but little upon us. Our signals of distress were heard and answered by a cutter, which immediately bore down to Yarmouth, to give intelligence of our distress; and we therefore hoped, with the assistance that should arrive, to be able to save the ship, as well as ourselves. But God ordained it otherwise. The rudder being unfortunately gone, the ship became unmanageable, and, in the evening, she again drove on the bank, when we all gave ourselves up for lost. Through God's providence, however, a fishing smack, at this awful juncture, hove in sight, and the Admiral, myself, and two or three more, succeeded in getting on board of her; but the rest, in endeavouring to do the same, lost all the boats they were able to get overboard. In this melancholy condition she remained till the following morning, when, shocking to relate, she entirely sunk, we being all the time spectators of the distressful scene, without any possible means of affording the sufferers the least assistance, as any attempt to that effect would only have involved ourselves in the general calamity. By God's providence, however, the ship's launch, full of men, at length got clear of the wreck, and, by her assistance, we were enabled to save some others. In the whole, about one hundred and ninety-five are saved. The great part of the Officers, including the Captain, have unfortunately perished. For my own part, I have left every thing but the clothes I now wear, two shirts, and three pair of stockings, with part of my money."

FURTHER PARTICULARS.

The Invincible first struck upon the fatal bank between two and three in the afternoon. In this situation she remained near three hours, when the mizen-mast went by the board, and the main-mast was immediately after cut away. The ship, to the infinite joy of the crew, then dropped from three and a half into seventeen fathom water, where, however, unfortunately losing her rudder, she soon became unmanageable, and was again driven upon the bank. A fishing-smack, to the exertions of whose people the highest credit and honour is due, now approached the wreck; on which two boats belonging to the Invincible were ordered out. On board one of these, the Admiral, the Purser, four Midshipmen, three of the Admiral's servants, and six or eight seamen, reached the fishing-smack in safety, as did also the other boat full of people. Both of them immediately returned to the ship, but on re-approaching the smack, one was forced away, and every person on board would inevitably have perished, had not a collier, which happened to be passing by at this critical moment, happily picked them all up. This vessel afterwards afforded every assistance that humanity urged, or that she was capable of giving, and was the means of saving the lives of many of the crew. The fishing-smack, with the Admiral on board, being unable to afford the least assistance to the ship, remained at anchor during the whole of Monday night. On the approach of day, the master of this vessel expressed an unwillingness to go any nearer the wreck; but Admiral Totty, in direct opposition to him, caused the cable to be cut, and immediately proceeded to the ship. Melancholy, however, to relate, while he was doing every thing of which human exertion is capable, to assist the unhappy people on board, the wreck once more got into deep water, and gradually sunk, to the infinite distress of the Admiral and the other spectators, who were nearly frantic with grief at this tremendous scene of human misery and destruction. While the ship was thus rapidly going down, the launch was hove out, as many of the crew as she could possibly hold instantly jumped on board, and had only time to clear the poop, when the vessel, with four hundred souls, entirely disappeared, and went to the bottom. A number of unhappy sufferers attempted to get on board the already overladen launch, but as no more could be permitted to enter without the certain loss of the whole, they were struck away with the oars, and in a few seconds became wholly ingulphed in the pitiless waters.

Captain Rennie, after the ship had sunk, attempted to swim to the launch, and after a severe exertion got within reach of the oars, when exhausted with fatigue, and unable to make any farther effort, he calmly resigned himself to his fate; lifting up his hands, as if to implore the blessing of Heaven, and immediately after placing them upon his face, he went directly down without a struggle. Thus perished a brave and meritorious Officer, whose eminent virtues as a man ensured him the esteem of all who knew him, and whose professional fame, had he survived, bid fair to render him an ornament to his country. All the other commissioned Officers of the ship, except Lieutenants Tucker and Quash, together with all the Officers of Marines, and most of their men, likewise went to the bottom.

About seventy or eighty of the crew were saved by means of the launch, the whole of whom had assembled upon the forecastle; but all those who remained in the poop were lost. The total number of human beings who thus found a watery grave, amounts to upwards of four hundred, among whom were several passengers, on their way to join other ships belonging to the North Sea Fleet. The following Officers were saved:—

Admiral Totty,
Lieut. Tucker,
Quash,
Eveley (London),
Mr. Clyde, Purser,
Knowles, Boatswain,
Tucker, Master's Mate,
Mr. Whiteway, Master's Mate.
Stout, do.
Wilson, Midshipman,
Pope, do.
Finney, do.
Preston, do.
Officers and seamen, 177
Marines, - - 19
Total 196

A revenue cutter is said to have been in sight when the fatal accident happened, but though, through her assistance, it is supposed, the whole or at least the major part of the crew might have been saved, yet such was the inhuman neglect of the people on board, that they rendered them not the smallest succour. An enquiry into this scandalous conduct is said to have been already instituted.

The unfortunate Captain Rennie was an amiable man and an excellent Officer. He had been promoted by his own merit alone. At the Helder he distinguished himself when a Lieutenant, in consequence of which Admiral Mitchell praised him in his public dispatches, and he was made Post Captain. Since that time he had been waiting for a ship; he had just been appointed to the command of the Invincible, and was for the first time putting to sea in her, launching, as he thought, into good fortune!

The Invincible was a very old ship, having been built as far back as the year 1766. A ship bearing the same name was lost almost precisely in the same manner near Plymouth, about forty years since.

Two seamen belonging to the above ship have since arrived at the Admiralty, having survived the rest of the unfortunate crew, who went down in her, by adhering to a part of the quarter-gallery, which broke away for two days and nights, from whence they were providentially taken up by the brig Briton of Sunderland. They had no other sustenance, till they were released from their perilous situation, but what they derived from a small quantity of tobacco, which one of them had fortunately in his jacket pocket. One of them, whose name is Daniel Brian, has lost his hearing, and is much bruised.

FRENCH MARINE.

THE expedition which slipped out from Brest, under Admiral Gantheaume, on the evening of the 23d of January, during a violent gale of wind at North, when the English Fleet was driven off its station, having hitherto escaped our fleets, we have thought it of some interest to our naval readers to publish the official papers as transmitted by the French Admiral to the Minister of Marine.

Rear Admiral GANTHEAUME, *Counsellor of State, to Citizen* FORFAIT, *Minister of the Marine.*

"*The Extremity of Cape de Gat, on the Coast of France, Feb.* 10.

"*Citizen Minister,*

"Having been discovered on our route by many neutral ships—being obliged by circumstances to enter the Streights, and pass before Gibraltar in the day-time; and it being conſequently impoſſible any longer to conceal the circumstances of our being in this sea, I have thought it my duty to send you an account of every thing relating to our squadron up to the present day.

"Having sailed from Brest on the evening of the 23d of January, with a very strong North wind, we found ourselves, in the course of the night, involved in the passage of L'Yroise, with very bad weather. In spite of the precautions which I had taken to prevent a ſeparation, it was impossible for us to continue together. The order in which I caused the squadron to depart was the order of battle, the Indivisible being the foremost ship. The vessels were to keep very close to each other, that they might be able to fight with advantage in case of being met by the enemy; but it was quite dark, and the squalls came on with such force, that, almost all the vessels having their rigging much injured, none of them were in a condition to follow me, or to preserve any order. The Formidable, which was behind the Indivisible, had her three top-masts carried away by the violence of the wind, almost at the Point of St. Mathieu; the Dix Aoust was obliged to go out of its course, in order to give assistance to the Vautour lugger, which, having ſhipped a heavy sea, was on the point of sinking. The Constitution also, after having doubled Point St. Mathieu, lost her main top-mast, At length all these ships were dispersed, and remained behind. After having waited for them more than two hours, and not seeing any of them, I took the route which I had marked out for myself. On the following day there was only the Creole frigate in company with me; the weather continued dreadful. The Indivisible lost her main-top mast at six in the morning. During the night we acquired, by means of lights, a knowledge of the enemy's division, which we knew to be stationed at some distance. In the course of the day we were not discovered by any ship.

"In hopes of finding again, at the place of rendezvous, the ships that were separated, I was anxious to repair thither, by making all the sail I could. Our navigation to this point offered nothing interesting; we had viſited some neutral vessels, which gave us no information, and we did not see the shadow of an English vessel either of war or otherwise. On the 29th ult. we were exactly at the rendezvous which I had fixed upon for the squadron. A corvette was discovered to the windward of us; she made such signals as made me suppose she was an enemy; we chased her all day: and it was not till after a great deal of difficulty that we came up with and took her at nine o'clock at night. She was a ship belonging to the King of England, called the Incendiary, armed with 28 guns*, which had been sent from Gibraltar by Admiral Warren for the purpose of watching us.

"This capture was a good augury for us: The day after we met the Formidable, which had not met with any thing interesting in her paſſage; and on the 2d inst. all the rest of the vessels joined us. Captain Moncoulu, of the Indomptable, had got them all together on the 23d and 24th. I was then informed of the damages which the vessels had sustained; and which, during the terrible weather that prevailed on the night of our departure, were the sole cause of our separation.

"That Officer informed me that he had been at different times observed by some of the enemy's frigates, which he had been unable to chase, as he did not wish to lose a moment in repairing to the rendezvous which I had pointed out to him. Having, however, been at Cape Finisterre during the night, and learnt by the signals of the frigate La Bravoure, that there were some ships which were at no great distance from the division to which she belonged, that frigate followed them rather too far, and had an action with an English frigate. La Bravoure attacked the enemy within pistol shot, and the English frigate boldly expected the attack. It appears that our frigate was of inferior force, as the enemy's guns were eighteen pounders; yet the latter, after an engagement which lasted half an hour, in which we attempted to board her, made the best of her way with all the sails she could carry. Captain Dordelin, who was at a great distance from his division, was unable to pursue her, and returned to his squadron.

"Had the attempts of La Bravoure to board the enemy succeeded, it must have been crowned with the fullest effect: for, according to every account, our first broadside had caused great carnage, and nothing was heard from the ship but groans and cries. As it was impossible for La Bravoure to manœuvre properly, in consequence of the state of her masts and rigging, and as the Pilot was killed, and the Captain dangerously wounded, the enemy seized the opportunity to escape.

"La Bravoure lost in the engagement ten men, among whom is the Third Lieutenant, Citizen Korom. She had twenty-four wounded, among whom is Capt. Dordelin, who had half of his hand carried off by a swivel.

"Notwithstanding the loss sustained by La Bravoure, the action does great honour to the Captain, whom I beg leave to recommend to your protection. He is the son of a man universally esteemed in the Navy, and the brother of a General Officer, who has during the war served with equal distinction and modesty. Citizen Dordelin is in every respect entitled to your patronage, and in granting to him the rank of Captain of a ship of the line, which I demand for him, you will not only reward his own good services and zeal, but the meritorious conduct of his brother.

"It is with infinite satisfaction, Citizen Minister, that I can, in concluding my letter, give you a pleasing account of the patriotic spirit which pervades the squadron. Emulation, zeal, and an unbounded ardour, are common to all the Captains, and there is not one on whom the Commander in Chief cannot place an equal degree of reliance.

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* The Incendiary is a fire-ship, carrying only 14 guns.

"Health and respect, GANTHEAUME."

"On the 10th, Admiral Gantheaume captured the Sprightly cutter, of 14 guns, which had been dispatched by Lord Keith.

"On the 13th, at break of day, an English frigate appearing to observe us with great confidence, the signal was made for a general chace, and she was cut off and captured. She proved to be the Success, of 40 guns *."

The *Journal du Commerce* of the 27th of February states the arrival of Gantheaume's squadron at Toulon, with several prizes, after having been chased by the English fleet.—This article seems to require confirmation.

* * *

MR. EDITOR,

BEN Jonson somewhere says,

"——— then it chimes,
When the old words do strike on the new times."

If you are of this opinion, you will indulge me by inserting the following lines from old Andrew Marvell's Poem on the Victory obtained by Blake over the Spaniards in 1657. These shew, that then, as well as now, our enemies endeavoured to make their voyages by stealth, and thought an escape their best success.

BRITANNICUS.

"For now upon the main themselves they saw,
That boundless empire, where you give the law.
Of winds and water's rage they fearful be,
But much more fearful are your flags to see.
Day, that to those, who sail upon the deep,
More wish'd for, and more welcome is, than sleep;
They dreaded to behold, lest the Sun's light,
With English streamers should salute their sight;
In thickest darkness they would choose to steer,
So that such darkness might suppress their fear."

* * *

THE distribution of the produce of Maritime Prizes is at length finally regulated in the following manner in France:—All ships, frigates, and other vessels of war, which ſhall be taken by ſhips, frigates, &c. of the State, as also of their artillery, provisions, stores, and effects of every kind on board them, shall belong entirely to the Staff and Crews of the vessels capturing them. There then follows a Table of Rates of Prices where the State wishes to become the purchasers of Prizes of 20 guns or upwards.

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* The Success is a frigate of 32 guns.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR MARCH 1801.

THE hour of contest or pacification with the Northern Powers of Europe naturally approaching as the season becomes more favourable to operations in so high a latitude, fills, as a certain consequence, the mind of every feeling Briton with anxiety, though not, perhaps, with apprehension.

Although the naval preparations have been continued with the same assiduity which has been so extraordinarily conspicuous during the greater part of the winter, the season has not yet sufficiently advanced to permit, far as has hitherto reached the public knowledge, any national advantage to be derived from them. On the 12th a truly formidable armament, under the orders of Sir H. Parker and Lord Nelson, consisting of seventeen ships of the line *, three frigates, ten gun-brigs, nearly as many bomb-ketches, with smaller vessels usually attendant on a fleet, making in the whole nearly fifty sail, got under weigh from Yarmouth Roads at the break of day, and by eight o'clock had cleared the Sands; they directed their course to the northward, wafted by a fine breeze at S. W. as well as aided by the fervent prayers and best wishes of a myriad of spectators assembled on the beach to take

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* NORTH SEA FLEET.

Ships.	*Guns.*	*Ships.*	*Guns.*
London,	98	Ganges,	74
St. George,	98	Ardent,	64
Monarch,	74	Veteran,	64
Bellona,	74	Raisonnable,	64
Warrior,	74	Agamemnon,	64
Saturn,	74	Polyphemus,	64
Ramilies,	74	Glatton,	54
Russel,	74	Isis,	50
Defence,	74		

FRIGATES—La Blanche, Amazon, La Desirée, and Hyæna.

SLOOPS—Pylades, Dart, Arrow, and Harpy.

CUTTERS—Fox and Hazard.

SCHOONER—Eling.

LUGGERS—Rover and Lark.

GUN-BRIGS—Biter, Hasty, Blazer, Bruiser, Tigress, Force, Pelter, Teazer, and Sparkler.

BOMBS—Terror, Volcano, Explosion, Hecla, Zebra, Albion, Sulphur, and Discovery.

The division under Lord Nelson took on board, while in the Downs, a great number of flat-bottomed boats, and several pieces of heavy battering artillery. On board this fleet are two companies of the rifle corps, under the orders of Colonel Stewart, the 49th regiment, commanded by Colonel Brock, and a detachment of artillery. These troops are intended to augment the marine force; and to be employed in making descents, as circumstances may require. While acting on land, the whole are to be under the orders of Colonel Stewart. The troops were embarked at Yarmouth, and the companies of riflemen are on board Lord Nelson's ship, the St. George.

a parting view. Eight ships of the line remained behind and various others were under orders to rendezvous at the same place, intended to reinforce their companions should their aid be considered necessary, or to protect the shores of Britain during their absence.

A most melancholy and fatal disaster befel one of the intended followers of the same track of glorious enterprize. This unfortunate ship was the Invincible, of 74 guns, bearing the flag of Rear-Admiral Totty, and the leading circumstances of the dreadful accident which befel her, are consisely given with the highest authenticity in the extract from a letter written by a Midshipman who was actually on board, and among the few persons who were fortunately saved *.

Amidst these distressing scenes it is some consolation to find by advices received from the armament which sailed under the orders of Sir H. Parker, that the whole of it was in perfect safety subsequent to those furious and tremendous gales which had filled all Britain with apprehension; whether this country is to experience the continuance of peace or an addition to those flames of war which have so long and so furiously blazed, will soon be decided. But though every philanthropic mind must naturally court and wish the former, yet, we trust, there is no person to be found who can entertain any fears whatever in case of the latter event taking place. The resources of the country are certainly fully equal to counteract the mischievous designs of its enemies, and the diligence, added to the acknowledged ability of those to whom the political arrangement of its naval operations is confided, have employed them too well to suffer the slightest gloom to pervade the minds even of the most timorous.

In the Mediterranean the scene has suddenly become scarcely less interesting, the squadron which contrived to make its escape out of the harbour of Brest under the orders of Gantheaume, has proceeded thither in the hope of succouring the remains of that once formidable army which proceeded to Egypt in the month of May 1798; when on its passage it had the good fortune to capture, according to French report, which is in this instance unhappily considered as authentic, a British frigate, the Success, of 32 guns, the Incendiary fireship, and a cutter; with this advantage it is both to be hoped and expected the short lived triumph will finally close. Lord Keith is reported to have concentrated his whole force in the most earnest hope of meeting his arrogant adversary; and Sir R. Calder, who was dispatched in pursuit of the enemy the moment their escape was known, has in all probability long ere this received intelligence sufficient to direct his farther chase of the foe into the most probable quarter of encounter. Britons therefore have every thing that is glorious and serviceable to their country to expect from the event, and nothing to apprehend from it.

* * *

The Earl of St. Vincent has refused every application that has been made to him for promotion by young Captains, or others newly appointed; having declared his intention of giving the preference to all those persons of whom he has an opinion, who have been the longest on the Half-pay list. The system is undoubtedly just, and highly honourable to him; but if the Noble Lord can pursue such a rigorous and impartial line of conduct for a long continuance, it will be more than any of his predecessors have been able to accomplish.

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* See page 261.

ENGLISH EXPEDITIONS TO THE BALTIC.

THE following, we believe, were the chief expeditions sent from England to the Baltic, prior to that lately commanded by Admiral Dickson:

In the year 1717, when Charles XII. of Sweden threatened to invade England, for the purpose of restoring the Pretender, twenty-three sail of the line, besides frigates and fire-ships, were collected under the command of Sir G. Byng, (afterwards Lord Torrington,) to observe the motions of the Swedes. This fleet, which sailed on the 30th of March, reached Copenhagen, then a friendly port, on the 11th of April. The news of its arrival was brought to England on the 6th of May, just as George I. was preparing to meet the parliament, and was thought sufficiently important to be mentioned in the royal speech, as an event which would "secure these kingdoms against any immediate danger of an invasion." A Swedish squadron of ten sail having retired into their ports, and remaining there during the summer, Sir G. Byng's fleet returned to the Nore in November.

In the ensuing year Sir John Norris, with a squadron of ten sail of the line, sailed on the 28th of April, arrived in the Baltic on the 25th of May, and returned to England in October; the enemy, as before, had remained in their ports, and the death of the King of Sweden, in November, put an end to the enmity between the two countries; though peace was not concluded till the following year, when Sir John Norris had again visited the Baltic with eight sail of the line.

In the summers of 1720 and 1721, the same Commander protected Sweden against Russia, by the authority of British fleets, but without meeting those of the Czar.

In 1726, Sir Charles Wager commanded twenty-one sail of the line, destined to the same service, and remained before Revel till the Russian fleet was laid up for the winter.

In 1727, Denmark and Sweden were again defended by a British fleet under the command of Sir John Norris, who blocked up the Russians in their harbours.

Since then, the affairs of the North have afforded no opportunity for the exertions of the British Navy, till now that the Courts of Sweden and Denmark have allied with their natural enemy against their natural protector.

* * *

WE hear the Russians have three ships of the line, a 54, and a frigate, on the stocks at St. Petersburgh; one 74, one 66, and three frigates of 54, 44, and 32, guns, preparing at Archangel; and one ship of 110, one of 74, a frigate of 54, and another of inferior force, in the Black Sea.

The Lords of the Admiralty have issued an order for all the Russians serving as officers on board our ships of war, to be discharged, and sent to London upon parole.

* * *

THE Scout sloop of war, Capt. Duncan, we are sorry to state, is entirely lost, in consequence of her striking against the Shingles, off the Isle of Wight. The crew were, however, fortunately saved, by the laudable exertions made by the Captain, Officers, and Seamen, of the Beaver sloop of war, and the master attendant of the Dock-Yard, who went immediately to her assistance on the news arriving of her having struck as above stated.

DANGER OF SHINGLE BALLAST.

THE following is to be added to the many instances of injury arising from the use of shingle ballast:—The Mysore, an Indian ship of large dimensions and uncommon strength, lately on her passage from Bengal to Bombay, sprung so serious a leak, that unremitting exertions at the pumps were for several weeks necessary to keep her afloat. On arriving at Bombay she was docked, when water was observed running through a part of the copper which covered the bottom sheathing abreast of the chess-tree, and the nails of the copper partly drawn. On removing some of the sheets, a hole was visible in the sheathing plank, which being taken off, the plank of the garboard streak on each side the keel was found to be quite cut through, and an aperture in them sufficiently large to admit a man's arm from the outside. On the timbers being cleared inside, this was discovered to have been occasioned by some round stones, nearly the size of a twelve-pound shot, having fallen betwixt the floor-timbers in this place, and by the constant motion of the ship, perhaps from the time she was launched, had grooved their way through the garboard planks and sheathing, over the keel, which was likewise indented upwards of three inches, and through the two next bottom planks. As the stones were found in the timbers, and exactly fit the groove, and as several of the other floor-timbers had stones betwixt them, which had occasioned a similar effect, although not in an equal degree, no doubt can remain of their being the cause of the circumstance which had so nearly proved fatal to the Mysore; for, had the sheets of copper, of which the nails were partly drawn, fallen off, no exertion of the officers and crew could have saved the ship.

* * *

ON board of one of the last captures made by Lord Keith, there were found some very valuable charts of the coasts of Egypt, and the soundings of the Port of Alexandria, the Inner harbour of which the Turks would never permit European vessels to enter. It was concluded that this harbour was shallow; and this deception led the French Admiral Brueys to seek for shelter at Aboukir, after landing his troops. It appears by the French drawings, that this Inner Harbour of Alexandria is one of the finest and safest ports in the world, having thirty-two feet of water; and the entrance which is narrow, is defended by impenetrable batteries. The Charts are now engraving in London.

Dr. Fabbroni has discovered an earth in Tuscany, known to the ancients, which is a non-conductor to fire. A brick made of it may be made red hot at one end, while the other remains perfectly cold. It has been ascertained by experiment, that a chamber of it on board ships, for powder, safely secures it against any exterior fire.

* * *

THE brig William, of Sunderland, Capt. Duncan, was lately taken by a privateer of 14 guns, off Bridlington. All the crew, except three, were taken out, and five Frenchmen put on board. The three Englishmen found means to choak the pumps with ashes, and made the Frenchmen believe the ship was sinking. They were willing to run for any port rather than go to the bottom, and brought the brig back to Sunderland roads on Sunday morning, with a signal for help, which of course they soon received. The Frenchmen were landed that evening, and have since been sent to Durham gaol.

PLYMOUTH REPORT,

FROM FEBRUARY 16 TO MARCH 27.

Feb. 18. Wind N. E. Fair. Sailed with dispatches for Admiral Harvey's fleet off Brest, the Nile cutter, Captain Argles. Arrived from the coast of France La Loire, of 48 guns, Captain Newman. Came in from Isle Bas, Le Suffisante, of 14 guns, Captain Whitman.

19. Wind S. Blows hard. From the latest accounts received about Gantheaume's squadron, it appears they were seen in lat. 45. in the Bay of Biscay, as late as the 4th inst. apparently laying to waiting for a reinforcement from Ferrol. Sailed for Torbay the Ville de Paris, of 110 guns, Captain Grey. Went into Cawsand Bay, the Robust, of 74 guns, Captain R. Browne.

20. Wind W. N. W. Fair. Came in the Two Brothers armed transport, and went into Catwater. Also the Garland, of 24 guns, Captain Honeyman; La Nymph, 36, Captain Douglas, from off Brest; and the Venerable, 74, Captain S. Hood, from the Channel Fleet. Arrived a Danish galliot, detained and sent in by the Indefatigable, of 44 guns, Captain Scott.

21. Wind S. W. Blows hard. Sailed the Beaulieu, of 44 guns, Captain Poyntz, on a cruise; and La Loire, of 48 guns, Captain Newman, for Portsmouth. Arrived the Amelia, of 44 guns, Hon. C. Herbert, from a cruise. Came in a French brig with wheat, prize to the Achilles, of 74 guns, Captain G. Murray. Also a French brig with wine, prize to the Viper, of 14 guns, Lieutenant J. Coghlan. Also a third French brig with salt, fish, and hides, prize to the Megæra fireship, Captain Hill. These were seven vessels, part of 160 sail of the same description which sailed from Bourdeaux after laying there three months, with provisions and stores for the French fleet at Brest, under convoy of two gun-brigs, and were dispersed in a violent gale of wind two days after they sailed.

22. Wind W. N W. Showery. By letters from the fleet off Brest, the following correct list of the squadron detached from the Channel Fleet after Gantheaume's squadron, *viz.* Prince of Wales, of 98 guns, Rear-Admiral Calder, Captain Prowse; Pompie, 84, Captain Stirling; La Juste, 84, Captain Sir T. Williams; Montague, 74, Hon. Captain Curzon; Spencer, 74, Captain H. D. Darby; Courageux, 74, Captain Duff; Cumberland, 74, Captain Reynolds; Thames, 32, Captain Lukin; Magicienne, 36, Captain Ogilvie. The French squadron got out of Brest in a violent gale of wind the 23d ult. the sea then running mountains high, and got through the Passage du Raz. Our fleet by the same gale was blown off the coast. Came in the Honduras Planter, Captain J. Goodwin, from London to New Providence, of eight guns and sixteen men. She was captured by a French privateer of fourteen guns and 125 men, after a gallant action of one hour and a quarter. Nor did Captain Goodwin strike till he and all his men were wounded desperately. She was retaken the 18th instant by the Spitfire, of 24 guns, Captain Keen, close in with Abrevrac.

23. Wind W. N. W. Fair. Came in the Fisgard, of 48 guns, Captain Martin, from a four months cruise off the coast of France. She left as the inshore squadron, the Mars, of 74 guns, Rear Admiral Thornborough, with eight sail of the line and two frigates, and thirteen three-deckers off Ushant, under Admiral Harvey. Last Friday at one P. M. sailed the Robust, of 74 guns, Captain R. Brown, and the Canada, of 74 guns, Hon. Captain De Courcy, to join the fleet. Came in the Dasher, of 18 guns, Captain Tobin, from a cruise; and the Spitfire, of 24 guns, Captain Keen, from the coast of France. Also the Lord Nelson privateer, of 10 guns, Captain Gibson. She sent into Torbay a Paupenbergher with geneva from Ostend to Lisbon.

24. Wind variable fair. Sailed the Lord Nelson privateer on a cruise. Came in a Swede with salt, detained by the Immortalité, of 44 guns, Captain Hotham. She is from Alicant to Copenhagen. Came in the Ferret, of 14 guns, Captain Hosier.

25. Wind N. W. Cloudy. Sailed on a cruise off the coast of France, L'Oiseau, of 44 guns, Captain Lord A. Fitzroy. This day the Clyde, of 44 guns, Captain Cunningham, was paid wages and prize-money. Went into the Sound, and sailed with convoy, the Chapman, of 24 guns, from Milfordhaven. Went into Barnpool to refit, the Suffisante, of 14 guns, Captain Whitman.

26. Wind S. W. Cloudy. Blows hard. Came in the Achilles, of 74 guns, Captain G. Murray; he changed with Captain Buller of the Edgar, of 74 guns, as she draws less water, and is destined for the North Sea, Captain G. Murray being perfectly acquainted with the difficult and intricate navigation of those seas. Came in from a cruise, the Sirius, of 36 guns, Captain King. A man of war's cutter in coming through the Sound in a gale of wind this forenoon, her sails gibing, she was for some moments on her beam ends, but her mast giving way she righted, and all hands were saved. Came in a Danish brig detained by the Immortalité, of 44 guns, Captain Hotham. Also L'Impetueux, of 78 guns, Captain Sir E. Pellew, Bart. from the coast of France. Also the Venerable, of 74 guns, Captain S. Hood, from the Channel Fleet, to shift her main-mast. Arrived the Bon Aventura, from St. Ullus to Limerick, taken by the Grande Decide, of 18 guns, and retaken by the Atalante, of 18 guns, Captain Griffiths. Also two French brigs with wine and brandy, prizes to the Incendiary, of 18 guns, and Sprightly cutter.

27. Wind N. E. Fair. Came in the Atalante, of 18 guns. Also the Immortalité, of 44 guns, from the Bay of Biscay; and Indefatigable, of 44 guns, Captain Scott, from Quiberon. Her boats and the boats of the Excellent, of 74 guns, attempted to cut out a French gun-vessel full of troops, and fifteen sail her convoy. The former was carried and brought in here, but the latter took shelter under the forts of the Morbihan; Lieutenant Church and four seamen were killed, and seven wounded.

28. Wind S. W. Rain. Sailed the Renard, of 24 guns, Captain Spicer; and Garland, of 24, Captain Honeyman, on a cruise. Came in the Lord Nelson privateer, of 10 guns and thirty men, Captain Gibson, with two French Officers of the French privateer L'Espoir of St. Maloes, of 14 guns and 75 men, which she captured after a running fight in sight of L'Oiseau, of 44 guns, Captain Lord A. Fitzroy. Came in the Maria of Paupenberg, with geneva from Ostend to Lisbon, detained by the Lord Nelson privateer. Came here from Salcombe by land Mr. Sturges; and a boy of the Grace, Slope, master, from this place for the Downs, captured yesterday with eight others, by a French cutter privateer, of 14 guns and full of men, with which she made off.

Mar. 1. Wind S. W. Rain. Letters from the Speedwell lugger, of 16 guns, Lieutenant Tomlinson, dated Gibraltar, the 10th ult. state, that in the Gut he fell in with, engaged, and beat off several Spanish gun-boats, though much shattered. The Speedwell had two men wounded. Sailed with dispatches for Lisbon, the St. Joseph cutter. Arrived Les Deux Freres French brig from L'Orient to Brest, with 450 sacks of fine French flour, prize to the Doris, of 36 guns, Captain Halliday. Also L'Espoir French lugger, of 14 guns, and 75 men, prize to the Lord Nelson, which came in yesterday. L'Espoir was from St. Maloes.

2. Wind S. W. Rain. Letters from the Excellent, of 74 guns, dated the 24th ult. off L'Orient, state, that a flag of truce sent into that port brought the pleasing account that the Lurcher cutter, Lieutenant Forbes, supposed to have been wrecked, had arrived there, having been captured by a French privateer of superior force, after a gallant action.

3. Wind S. W. Cloudy. Sailed the Suffisante, of 14 guns, Captain Whitman, on a cruise off Isle Bas. Came in the Earl St. Vincent, of 14 guns, Captain Richards, privateer of this port, with the New Harmony of Altona, from Smyrna to Amsterdam, with a cargo of silks, cotton, figs, and dye woods, valued at 40,000*l*.

4. Wind W. N. W. Fair. This evening the Lord Nelson privateer, Captain Gibson, though protected by the Admiralty, had fourteen of her best hands pressed by a man of war's boat, which prevented her sailing.

5. Wind S. W. Great fog. This morning Mr. P. Symons, owner of the Lord Nelson privateer, made a representation to Admiral Sir T. Paisley of part of the crew being impressed (though protected), on which the Admiral very politely ordered the men to be returned to the Lord Nelson by the Lieutenant who impressed them, and this evening the Lord Nelson sailed on a cruise. Sailed for Torbay, L'Impetueux, of 78 guns, Captain Sir Edward Pellew, Bart. Went into Cawsand Bay, the Captain, of 74 guns, Captain Sir R. Strachan, Bart. Sailed to join the North Sea Fleet, the Edgar, of 74 guns, Captain G. Murray. Sailed with a convoy for Milford, the Chapman armed ship. And for the Downs, the Helder, of 24 guns. Came in the Betsey of Jersey, from Lisbon, captured by La Grande Decide French privateer, of 18 guns, and recaptured by the Doris frigate. She sailed with thirty sail from Lisbon, under convoy of the Aurora frigate, and parted company with nine sail, all of which are supposed to be taken.

6. Wind variable. Fog. Put back the Helder, of 24 guns, with her convoy. Came in a Swede from St. Michaels, with oranges, detained by the Naiad frigate. That beautiful corvette La Diable Quatre, of 22 guns, was this day taken into Government service, at the price of 2500*l*. Exclusive of her apparel, guns, and furniture. Letters received this day from the outward-bound East India fleet, under convoy of the Belliqueux, of 64 guns, Captain Bulteel, dated Rio Janiero, the 5th October 1800, state their safe arrival there, with the two French frigates, their prizes, but as they were so leaky, Captain B. was obliged to dispose of them to the Portuguese Governor of the Brazils, it being thought unsafe to carry them to Madras.

7. Wind N. N. W. Fair and frosty. Passed by the Ville de Paris, of 110 guns, Admiral Cornwallis, to join the Channel Fleet. The Leda, of 38 guns, Captain G. Hope; Captain, 74; and Achilles, 74, joined her off the Sound. The Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, Bart. passed by to relieve the Mars, of 74 guns, Rear Admiral Thornborough, on the inshore station off Brest. Passed by the Automatia East Indiaman from Torbay for Calcutta for Rice. Came in the Frydde Danish brig, of six guns and eleven men, from Malaga with wine and fruit. Brought in by the Damsel letter of marque, Captain Moore, a sloop of twenty tons and four guns and eight men, bound to the South Seas to collect furs; this little vessel actually made on her last voyage 70,000 dollars of the furs collected during a stay in the dreary wilds of Nootka Sound and its vicinity. This day the crew of the Venerable, of 74 guns, Captain S. Hood, in Cawsand Bay got up sheers on board her, and actually took out the main-mast and dropped it alongside, and got it in again after examining it. Came in the Duke of Clarence cutter privateer of this port, Captain Raby, of six guns and forty men, off Scilly spoke a letter of marque of twenty-two guns and full of men. The Captain wantonly fired three broadsides into the Duke of Clarence, and had not she shot ahead and made sail, she must have gone down. By this outrage against the rights of civil society, Captain Raby and two men were wounded, and one poor fellow of Cawsand, called Jenkins, was cut into two parts. An enquiry will be made into the circumstances of this extraordinary proceeding. Captain Raby on finding her superiority had struck his colours.

8. Wind E. S. E. Foggy. A. M. Fair and mild at noon. Went into Cawsand Bay, the Magnificent, of 74 guns, Captain Bower. Came in from the Black Rock squadron the Suwarrow, of ten guns, Lieutenant J. Nicholson, left them all well last Thursday at noon, the combined fleets in the inner roads were then twenty-nine sail of the line besides frigates. Sailed on different cruises, the Indefatigable, of 44 guns; Amelia, 44; and Ferret privateer. Warped down into Mill Bay the Wimbledon armed sloop, of ten guns, Captain Paul. Came in the Eliza French cartel from Nantz to Falmouth, where she was carried by the English sailors, and convoyed here by the Telemachus cutter, having on board the celebrated Mons. Carnon, who escaped a few weeks since, went to Falmouth and returned here without a passport, and by some connivance escaped. Came in the Betsey cartel from Morlaix, with the Captain of the Honduras packet.

9. Wind variable. Came in the Plymouth lugger, Lieutenant Carew, also Captain Elliot, of the Good Intent, from off Cape Finisterre. He detained and sent for this port, the Thetis Danis bark, with silk for Altona.

10. Wind S. W. Cloudy. Arrived the Mars, of 74 guns, Rear-Admiral Thornborough. She was relieved last Saturday by the Cæsar, of 84 guns, Rear-Admiral Sir J. Saumarez, Bart. The Ville de Paris, of 110 guns, Admiral Cornwallis: San Josef, 118; and Windsor Castle, 98; had joined the fleet. Sailed the Helder, of 24 guns, with her convoy. Also the Valiant lugger on a cruise. Came in the Urania, of 44 guns, Captain Towry; Santa Margaritta, 36, Captain G. Parker; and Eurydice, of 24 guns, Captain Bathurst. Sailed the Eliza cartel, she was convoyed beyond the Eddystone by the Betsey gun boat. Sailed the Magnificent, of 74 guns, to join the fleet.

11. Wind N. W. Rain. Went up the harbour, the Boadicea, of 44 guns, and Triton, of 32 guns, to refit. Came in La Revolutionnaire of 44 guns, from Centa, with her prize, a beautiful French corvette La Moucheron, of 18 guns and 160 men, captured in the Bay.

12. Wind S. W. Cloudy. Came in from the Channel Fleet, which passed up for Torbay, Royal Sovereign, of 110 guns, Vice-Admiral Sir H. Harvey, Bart. Captain Raggett; Formidable, 98, Captain Grindall; Princess Royal, 98, Rear-Admiral Gower Captain Atkins; Barfleur, 98, Rear-Admiral Collingwood, Captain J. Irwin; Superb, 74, Captain J. Sutton. A most melancholy accident happened on board the Triton, of 32 guns, Captain Gore; during her late cruise off the Penmark Rocks, in chase of a cutter, as she was firing at her, the eleventh gun abaft the main-mast, on the larboard side, unfortunately burst, by which accident the Second Lieutenant, Mr. Alford, a gunner's mate, were killed, and eighteen seamen and marines badly wounded; the deck ripped up, and the Captain's cabin much damaged. Captain Gore had Lieutenant Alford, Lieutenant Thompson, and the Purser dining with him; on this gun being reported ready, Lieutenant Alford just went out of the cabin door, when the explosion so dreadful in its operation took place, and forced in the lifeless trunk, and separated the head of Lieutenant Alford on the cabin floor; Captain Gore was providentially saved in the midst of pieces of the gun and splinters flying about him; one Officer was forced into the quarter-gallery, but happily was unhurt. The man who fired the gun, escaped almost unhurt. The wounded men were conveyed to the Royal Naval Hospital, to receive that care and attention so congenial to the feelings of those gentlemen employed in the cure of the sick or wounded seamen and marines of the Royal Navy. Lieutenant A. was the son of the Reverend the Dean of St. Burian's, and much esteemed by Captain Gore, his Officers, and the Triton ship's company.

13. Wind S. W. Rain. Came in a Prussian galliot, with wine, detained by the Ferret, of 14 guns, Captain Hosier. Came in the Terrible, of 74 guns, Captain Fayerman, to refit. Also a valuable Spanish packet, prize to the Argo, of 44 guns, Captain Bowen. She was convoyed by La Venturier, of 16 guns, Lieutenant Birdwood, from Milford. This forenoon the remains of Lieutenant Alford, and the gunner's mate, killed by the bursting of a gun on board the Triton, of 32 guns, Captain Gore, were conveyed from the Royal Naval Hospital to Stonehouse chapel-yard, and interred with naval and military honours. Captain Gore and all the Officers attending in deep mourning. The service was performed in a solemn manner suitable to the occasion, by the Rev. J. Bidlake, A. B. Chaplain to his Royal Highness the Duke of Clarence.

14. Wind S. W. Blows hard. In going up the Humber the Urania, of 44 guns, Captain Towry, by means of the current at half tide off Devil's Point, struck on the German Rock, and swung quite round, but the tide flowing, she soon got off, and anchored safe in Barnpool. Letters from the Centaur, of 74 guns, Captain Littlehales, dated the 6th instant, state, the Black Rock squadron were all well on that day. Came in the Triumph, of 74 guns, Captain E. Harvey, to refit. Sailed for Torbay, the Santa Margaritta, of 36 guns, Captain G Parker.

15. Wind N. N. W. Fine clear weather. Came in the ship Bolton, Captain Watson, letter of marque of 22 guns and sixty men. She sailed from Demarara for Liverpool in company with the Dart and Union letters of marque of the same force, about six weeks since, with valuable cargoes of sugar, coffee, indigo, and cotton. About three weeks since in a violent gale of wind, the Union became leaky and water-logged, and the Officers and crew quitted her and got on board the Bolton. Subsequently to this the Dart parted company with the Bolton in a gale of wind, when the latter ship fell in with and engaged for an hour most gallantly, a large French privateer of 26 guns and 260 men, called La Gironde of Bourdeaux, when the Gironde ran her on board, and she was obliged to strike to a superior force. Two passengers were killed, and Captain W. and five men wounded. In the Bolton's passage to Bourdeaux she fell in with and was retaken by the Leda, of 38 guns, Captain G. Hope, and sent to this port.

16. Wind W. S. W. Blows hard. Went into the Sound, the Fisgard, of 48 guns, Captain T. B. Martin. Sailed for Milford La Venturier, of 16 guns, Lieutenant Burdwood, with a convoy. The Fisgard is under the orders of Admiral Sir H. Harvey. Past down the Channel Fleet for their station off Brest. This day the Majestic, of 74 guns, and Orion, were commissioned by Captain D. Gould, and Captain Reynolds; they are now alongside the Jetty Head.

17. Wind S. W. Blows a gale. Came in the outward bound Lisbon and Gibraltar fleet, 25 sail, under convoy of the Fiorenzo, of 40 guns, and Santa Margaritta, of 36 guns. The wind took them aback off the Eddystone at S. W. squally, when they bore away for this port; the frigates came to in the Sound, and the convoy ran into Catwater, which is now as high as Oresten, it is now a naval wood, there being nearly two hundred sail of all descriptions. Came in a Danish brig.

18. Wind variable. Letters dated the 14th instant, from an Officer of the inshore squadron off Brest, state, that on the 12th instant, the guard-boat rowing guard, fell in with and captured a Spanish cutter belonging to a Spanish frigate in Brest fishing. The crew informed our people, that there was ready for sea and for a start the first fair wind, on the plan of Gantheaume, six sail of the line and two frigates, but the Spaniards could not tell if there were any troops on board. In consequence of this intelligence the utmost activity prevails through the fleet. Came in the Centaur, of 74 guns, Captain Littlehales, from the Black Rock squadron, which they left the 16th all well, at which period there were twenty-one sail of the line and fifteen frigates in the outer road, the Spanish ships were in the inner road with yards and top-masts struck.

19. Wind W. S. W. Blows hard. Came in the Excellent, 74 guns, Hon. Captain Stopford, to refit. Letters received from the Fly, 18 guns, Captain Duval, state, that she and ten sail of her convoy, bound for Africa, escaped Gantheaume's squadron in the Bay by fast sailing. One vessel arrived here, and two put back to Falmouth. Letters received here from the Scout, 18 guns, Captain Duncan, dated off Portland, mention, that she, the Sheerness lugger, and Lady Charlotte armed brig, fell in with, off St. Alban's Head, and sent in there, a large Danish East Indiaman, from China to Copenhagen, of 1400 tons and 28 guns, with teas, called the Crown Prince. Sailed the Lord Nelson, 14 guns, and John cartel, for Morlaix.

20. Wind S. W. Blows a Hurricane, with Rain. It blew last night, and until two P. M. this afternoon, with the fury of an equinoctial gale, with a tremendous rolling sea in the Sound and Catwater. The Santa Margaritta, 36 guns, Sirius 36, Immortalité 40, and Fisgard 48, had signals of assistance flying all the forenoon, have drove, but by getting out other anchors, and the ground in the Sound being good and firm, though they pitched and rolled most dreadfully, yet they weathered the hurricane very well. In Catwater, the transports drove foul of each other, but no material damage was sustained. The John cartel and Lord Nelson privateer, for St. Maloes, were out all night in the gale, but being excellent sea-boats they bore it well; though, prudently, finding it

increase, they made sail for this port, and arrived safe this morning. In the storm, an ordnance transport in Catwater, No. 110, parted a cable, and was in great danger; but eight trawl boat men, at the risk of their lives, got out in a boat, and by passing on board a spare cable and anchor, she brought up in safety. She was worth 40,000l. The Captain rewarded the trawl boat very liberally.

21. Wind S. W. Blows a Hurricane. Last night the gale increased with redoubled fury. The Lord Nelson privateer was run foul of by a gun brig, which carried away her cables and anchors The Earl St. Vincent privateer lost a cable and anchor, but no other damage was done. Sailed for Torbay, the Venerable, 74 guns, Captain Hood. This evening the weather moderated, and the transports shifted their births nearer Turn Chapel.

22. Wind S. W. Blows hard. Came in the Swedish ship Nautilus, Kingstrom, in twenty-one days, from Santa Cruz, Teneriffe. She brought Captain Dennes, the officers and passengers of the Duke of Clarence packet, so long missing, from Antigua, with the mails for Falmouth. She was captured by a Spanish privateer, Il Fuerhi del Castro, after a chace of fifty-five hours, and carried into Santa Cruz; from thence Captain Dennes, his officers and men, were removed to Lagura, the capital of the island, where they experienced every hospitality from Captain O'Neal, an Irish officer in the Irish regiment of Altoria (Ulster), in the Spanish service, in garrison there, and also from the Spanish gentlemen and ladies of Lagura.

23. Wind S. W. Moderate. The Nautilus, which arrived yesterday from Santa Cruz, brought a large cargo of wines for the victualling-office here. She is one of twenty-four Swedes and Danes, chartered by the Admiralty to fetch wines and brandies for the Royal Navy, which are especially protected by the Privy Council and Admiralty from the embargo. By Captain Dennes is learnt, that on the 8th inst. in lat. 34 N. 51 W. long. 15, about the latitude of Gibraltar, it being a start calm, the Nautilus then laying-to, and fine clear weather, at seven A. M. heard a very heavy cannonade, similar to the broadsides of a fleet engaging, which lasted from that period till three quarters of an hour before eleven A. M. and then gradually ceased. During the stay of Captain Dennes, La Grande Marche French privateer, of 18 guns and 160 men, arrived at Palma, near Teneriffe, with El Modene di Dios, of 900 tons, and El Muriato, 400 tons, richly laden, from the Rio de la Plata, for Lisbon; her prize is, the New Lioness, Ritchie, from London, but last from this port, for Jamaica, with a valuable cargo.

24. Wind W. Moderate. Sailed the Royal Sovereign, 110 guns, Vice-Admiral Harvey, Captain Raggett, and Princess Royal, 98, Captain Atkins, for Torbay; the Fisgard, 48 guns, Captain T. B Martin, and Immortalité, 40, Captain G. Hotham, on a cruise. Came in the Flora, 14 guns, from a cruise. This day the crew of the Terrible, 74 guns, Captain Fayerman, rigged up a pair of sheers on board, got out her main-mast while lying in Cawsand Bay, and before night, by great exertions, got it in again and new stepped it. Sailed the Betsey cartel, with French ladies and gentlemen with their families for Morlaix. They came from Cayenne in the last French corvette.

25. Wind W. N. W. Fair. This day the Mars, 74 guns, Rear-Admiral Thornborough, and the Centaur, 74, Captain Littlehales, were paid wages and prize-money. Came in the Princess Royal, Captain Smith, from Cork, with provisions for the fleet. The Revolutionnaire, 44 guns, is appointed, as soon as the wind changes, to convoy a valuable large armed ordnance transport for Cork, there to wait for orders.

26. Wind S. W. Cloudy. Arrived the Royal George, 110 guns, Captain Otway, from Torbay. Letters from Jersey received there state the safe arrival there of La Suffisante, 14 guns, Captain Whitman; Spitfire, 24, Captain Keen; and La Renard, 24, Captain Spicer. After the late hurricane, they experienced very bad weather in the Channel. The Renard is since sailed on her station to the westward. Sailed the Flora, 14 guns, Lieutenant Carpenter, for her station, from Mounts Bay to the Land's End. Letters from the Determinée, 24

guns, Captain Searle, dated Gibraltar the 1st instant, state her arrivat teere. after a gale of wind in the Bay of Biscay, in damage.

27. Wind variable. A French brig of 14 guns, and a cutter of 12 guns, were seen last evening hovering off the Start; but by the fishing-boats this morning is learnt, that they had not been seen since; supposed to have gone for St. Maloes. Remain in the Sound, the Sirius, 36 guns, Revolutionnaire 44, and Santa Margaritta 36. In Cawsand Bay, the Barfleur, 98 guns, Royal George 110, Centaur 74, Mars 74, and Terrible 74.

PORTSMOUTH REPORT,

FROM FEBRUARY 22 TO MARCH 21.

Feb. 24. Arrived the Hazard, of 16 guns, Captain Butterfield, from a cruise, with the Triton, homeward-bound East Indiaman, under convoy, which she fell in with on the 7th instant, in lat. 51. 47. long. 12. W. The Triton had only been four months from Madras.

25. Sailed the Active, of 38 guns, Captain Davers; and the Trent, of 36 guns, Captain Sir Edward Hamilton, on a cruise off Havre.

26. Arrived the Russel, of 74 guns, Captain Cummings, from the Channel Fleet. Sailed the Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, Captain Brenton, to join the Channel Fleet.

27. Arrived the Ganges, of 74 guns, Captain Freemantle, from Torbay. Sailed the Jason, of 36 guns, Captain Yorke, and La Loire, of 44 guns, Captain Giffard, on a cruise.

28. Sailed the Beaver, of 18 guns, Captain Jones, on a cruise.

March 2. Sailed the St George, Admiral Lord Nelson, Captain Hardy; Defence, Capt. Lord H. Paulett; Ramilies, Captain J. W. T. Dixon; Saturn, Captain Lambert; Russel, Captain Cummings; Warrior, Captain Tyler; Agincourt, Captain Kyves; Otter (fire ship), Captain M'Kinley; Discovery (bomb), Captain Conn; Alecto (fire ship), Captain O'Brien; and the Pelter, Force, Bouncer, and Teazer, gun-vessels, for the Downs: the Rowcliffe armed ship, Lieutenant Donovan, for Jersey.

3. Arrived the Defiance, Captain Retalick, from the Channel fleet; and the Aurora, Captain Caulfield, with a convoy from Lisbon. Sailed the London, Captain Otway; Bellona, Captain Sir T. B. Thompson; Ganges, Captain Freemantle; Eugenie, Captain Somerville; and the Harpy, Captain Birchall, for the Downs.

4. Arrived the Alcmene, Captain S. Sutton, from the Channel fleet.

5. Arrived the Elephant, Captain Foley, from the Channel fleet; and La Loire, Captain Giffard; and the Jason, Captain Yorke, from a cruise.

6. Arrived the Camel store-ship, Captain Buckle; the Dart, Captain ——; and the Racoon, Captain Rathborne, with a large convoy from the Downs, among which are the following outward bound East Indiamen;—True Briton, Hindostan, Lord Hawkesbury, Airley Castle, Charlton, Duke of Montrose, Dover Castle, Calcutta, Asia, Windham, and Lord Duncan; and the Admiral Rainier and Kent for the Cape of Good Hope.

10. Sailed the Defiance, Rear-Admiral Graves, Captain Retalick, to join the North Sea fleet, and the Weazle, Captain Durban, on a cruise.

11. Sailed the Elephant, Captain Foley, to join the North Sea fleet; La Loire, Captain Newman, and Jason, Lieutenant Losack, acting Commander, on a cruise off Havre; and the Galatea, Captain Byng, for Ireland.

12. Arrived the Trent, Captain Sir Edward Hamilton, from a cruise.

13. Arrived the Beaver, Captain Jones, from a cruise, and the Rose cutter, Lieutenant Richardson, from Marcou.

14. Sailed the Alcmene, Captain S. Sutton, to join the North Sea fleet.

15. Arrived the Wolverene, Captain Wight, from a cruise.

17. Arrived the Charlotte and Sheerness, hired vessels, with the homeward-bound Danish East India-ship which they captured: she is upwards of 1200 tons burthen, and her cargo is of immense value. The cutters having sailed under orders of Admiral Milbanke, will entitle him and Admiral Holloway to a share.

18. Arrived the Fortunée, Captain Lord A. Beauclerc, from the Eastward; and Constance, Captain Hay, with dispatches from the Mediterranean.

19. Arrived La Loire, Captain Newman, and Active, Captain Davers, from a cruise; and the Dryad, Captain Mansfield, from the Irish station, with a Swedish frigate and a large French privateer, which he captured.

20. Arrived the Brunswick, of 74 guns, Captain Rutherford, and Aquilon, Captain Boys, with a convoy from the West Indies; all of whom continued their course past this port from the Downs.

21. Arrived the Maria Victorieuse, prize to the Grand Falconer; and Le Espion, prize to the Badger—both taken near Marcou; the Jason, Lieutenant Losack, from a cruise; and Hindostan, Captain Mulock, from the Downs.

Naval Courts Martial.

AT a Court Martial, assembled and held on board his Majesty's ship CARNATIC, in *Port Royal Harbour*, Jamaica, on Saturday, the 27th day of December, 1800:—Present,

JOHN FERRIER, Esq.
Captain of his Majesty's ship York, and second Senior Captain of his Majesty's Ships and Vessels in Port Royal Harbour, Jamaica, President.

Capt. H. W. BAYNTUM,
—— ROB. PLAMPIN,
—— ISAAC WOLLEY.
—— CHARLES GRANT.
Capt. C. V. PENROSE,
—— JOS. LARCOM,
—— ROBERT PHILPOT.

O. H. GALWAY, Esq. Deputy Judge Advocate.

The Court was duly sworn, pursuant to an order from the Right Hon. Lord Hugh Seymour, Vice-Admiral of the Blue, and Commander in Chief of his Majesty's ships, &c. stationed at Jamaica and the Bahama Islands, &c. dated the 25th of December 1800, and directed to John Ferrier, Esq.

The Court then proceeded to try Captain Bingham, his officers and ship's company, for having got his Majesty's ship America on the Formigas Shoal, on Saturday, at two o'clock, the 13th day of December.

The Court is of opinion, that the sole cause of the above accident is, the great errors in the charts on board the ship, particularly a French chart in the year 1787, and that published by Hamilton Moore, in the year 1784.

And it appears to the Court, that Captain Bingham was proceeding perfectly consistent with the order produced, and under which he was acting; and that the courses steered were such as would have taken his Majesty's ship a considerable way to the northward of the Formigas, had that shoal been situated nearly as laid down in the charts abovementioned.

And the Court is of opinion, that no blame is to be attached to Captain Bingham, his officers, and ship's company of the America, for the said accident; and that, after the ship struck, every possible exertion was made by Captain Bingham, the officers, and ship's company, for her preservation.

And it has fully appeared to the Court, that the conduct of Captain Bingham, the officers, and ship's company of the America, after her striking upon the shoal, both with respect to the most arduous exertions and the most firm and orderly behaviour, has been eminently praise-worthy and meritorious throughout, and deserving of the highest commendation.

The Court doth therefore adjudge, that Captain Bingham, the officers, and ship's company of the America, be acquitted in the fullest manner from any blame on account of that ship's striking on the Formigas; and with the warmest commendation of the Court for their subsequent conduct—and they are hereby acquitted accordingly.

Promotions and Appointments.

Captain Sir Harry Neale is appointed to the Centaur.

Sir Edmund Neagle, to the Montague.

Captain Stephens to the Brunswick.

Captain Duff to the Vengeance.

Captain Spranger to the Eolus.

Captain Mackellar to the Terpsichore.

Captain Rose to the Jamaica.

Captain Poulden to the Alkmaar.

Captain G. H. Gage is appointed to the command of the Urania, of 44 guns, *vice* Towry, absent on leave.

Captain Rowley is appointed to command the Boadicea, in the room of Captain Keats.

Captain Barker is appointed to the Severn, on the Jamaica station, *vice* Whitby, ordered home to resume his station under Admiral Cornwallis.

Captain Sir T. Williams is appointed to the Vanguard.

Captain G. Murray of the Achilles is appointed to the Edgar; and Captain Buller to the Achilles.

Captain Gould is appointed to the Majestic.

Captain Bayntum, of the Quebec, to the Thunderer.

Captain Mends to the Quebec.

Captain Giffard to the Hussar.

Captain B. Hale to the Castor.

Captain J. Newhouse to the Megæra fireship.

Captain Sarradine to the Hound.

Captain A. Bertie to the Malta.

Captain E. Brace to the Neptune, the flag-ship of Admiral Gambier.

Captain Bover to the Magnificent, *pro tempore*

Captain S. Sutton to the Alcmene.

Dr. Baird is appointed Physician to the North Sea Fleet, and will sail in the Alkmaar (hospital ship), Captain Poulden.

William Bennicke, Esq. is appointed Secretary to the Hon. Admiral Cornwallis, Commander in Chief of the Channel Fleet.

The following Marine Officers, with the usual number of men, have been embarked: Captain Nailor, on board the Vengeance; Captain Clark, in the Vanguard; and Lieutenant Mitchell, in the Endymion.

The King of Sweden has appointed Admirals Pallenquist and Cederstroem, and ten Captains, to act in concert with the Danish, Russian, and Swedish fleets.

A Russian Naval Officer has arrived at Amsterdam, to concert measures with the French Admiral Bruix, against England.

MARRIAGES.

March 14, at Carlton, near Worksop, Captain Richard Morsley, of the Royal Navy, to Miss White, of Wallingwells, in Lincolnshire.

Captain Patterson, of his Majesty's ship the St. Fiorenzo, to Miss Yeates, eldest daughter of the late David Yeates, Esq. Registrat of his Majesty's late Province of East Florida.

The Hon. Michael De Courcy, Lieutenant in the Royal Navy, and third son of the Right Hon. Lord Kinsale, to Miss De L'Isle, only daughter of William De L'Isle, of Salcombe, Devon.

At St. George's, Hanover-square, Lieutenant John Lake, of the Royal Navy, to Miss Carr.

At St. Andrew's. Plymouth, Lieutenant R. Pridham, of the Centaur, of 74 guns, to Miss Glanville, of that place.

OBITUARY.

The 14th instant, at his house in Upper Belgrave-place, Pimlico, John Knowles, Esq. Rear-Admiral of the White, aged eighty.

Lately, Captain David Hotchkis, of the Royal Navy, aged 45.

At Yarmouth, Dr. Packwood, late of his Majesty's ship Agincourt.

In the sixty-fifth year of his age, Rear-Admiral Cornthwaite Ommaney, a man sincerely and universally lamented by all his acquaintance.

At Portchester, Captain W. Smith, of the Royal Navy.

Lately, at the Castle Inn, Devizes, on his way to London from the Hotwells, where he had been for the recovery of that deceiving and fatal malady, consumption, aged only twenty six. the gallant Captain B. M'Dermist, whose naval intrepidity and atchievements have been so repeatedly displayed, particularly in his last memorable service to his country, when First Lieutenant of the Dart sloop of war; which has attached such credit to his profession, and brilliancy to his name.

On the 17th of January, at Jamaica. Cecil Hale, third son of William Hale, Esq. of Kin's-waiden in the county of Hertford, and Midshipman on board the Sans Pareil.

On the 17th instant, at Plymouth, aged seventeen, Mr. Norton Joseph Knatchbull, Midshipman of his Majesty's ship Princess Royal, second son of Sir Edward Knatchbull, Bart.

Lately, at the Hambro' Arms, Little Tower Hill, on the Impress Service, Lieutenant Robert Love, aged sixty-eight. He had served fifty-four years in the Royal Navy.

Lately, after a lingering illness, which he sustained with the fortitude of a man, and the mildness of a Christian, W. Crees, Esq. aged sixty-six, one of the Aldermen and late Agent Victualler at the port of Plymouth. He had served nearly fifty years with distinguished fidelity, in the different departments of his Majesty's Victualling Office at that port. In private life, he was a steady friend and patron; his generous and social virtues were many; and his cheerfulness of disposition and unaffected manners will be long remembered by those who had the honour and pleasure of his company and society. As he lived beloved, so he died lamented, by his family, friends, and acquaintance.

William Arnold, Esq. Collector of Customs, at Cowes, Isle of Wight, Postmaster for the Island, &c.

BIOGRAPHICAL MEMOIRS OF
SIR HYDE PARKER, BART.

> Yes, die by piece-meal,
> Leave not a limb o'er which a Dane may triumph.
> Now from my ſoul I joy, I joy, my friends,
> To see you fear'd; to see that even your foes
> Do justice to your valours! there they be
> The powers of kingdoms summ'd in yonder host,
> Yet kept aloof, yet trembling to assail you. BROOKE.

FORTES creantur fortibus et bonis. The brave and virtuous man is debased not by his offspring, he views with silent pleasure the noble spirit which he himself inherited from his ancestors, rising with redoubled vigour in his descendants, and gazes in ecstacy, mixed with an honest pride, on their youthful virtues. The long, the gallant services, and the supposed untimely death of the brave but unfortunate parent, are too strongly impressed on the gratitude of Britons not to create the liveliest sensations of regard and affection for the son; the former are too recent and the latter too melancholy, to render any recapitulation of either, necessary in this place.

Sir Hyde being destined by his father for the Navy, as well from the strong inclination which in the earliest youth he manifested towards a maritime life, as the natural predilection possessed by his parent in favour of a service on which he undoubtedly reflected so much honour, was entered when extremely young on board the Lively frigate, a ship at that time commanded by Capt. Parker, under whom he afterwards served in 1757, in the capacity of midshipman or mate on board the Squirrel. Fostered and encouraged under the wings, as it were, of the parent, warmed by his bright example, and instructed by so able a tutor in every point and principle of his duty, he soon became so perfect in those studies attached to his pursuit, that his advancement in rank might be most strictly considered as resulting from his natural merit, unaided and unsupported by any influence or interest whatever. The ancient trite remark that the early services of an Officer are rarely productive of interest sufficient to attract the notice of the biographer, or the public, is less applicable, owing to particular circumstances, to this gentleman, perhaps, than to many of his cotemporaries. Having been advanced to the rank of Lieutenant by commission bearing date January 25, 1758, he was appointed to continue as before under the command of his father in the Brilliant, to which ship he had been some time before promoted, and on board which Sir Hyde himself having of course served as a petty Officer or Midshipman, continued subsequently engaged in different ships on the most active services during the whole remainder of the war. Captain Parker having, in 1760, been appointed to the Norfolk, of 74 guns, a ship then under orders of equipment for the East Indies, his son again removed with him into that ship, and accompanied him to the East Indies, where after his arrival on the station, which was at that time one of the most active and desirable existing for a young and enterprizing Officer, he served progressively under the command of his father and first preceptor, on board the Grafton and the Panther.

In the latter ship he was present on the memorable and successful expedition undertaken against Manilla, and after the reduction of that important place was engaged in the pursuit and capture of the Spanish Acapulco ship, the circumstances attending which event are by no means uninteresting. The British Commander in Chief, the late Admiral Cornish, having been informed on the surrender of the place, that the galloon called the Philippine, bound from Acapulco to Manilla, was said to have arrived off Cajayagam, between the Embocadero and Cape Spiritu Santo, and being fearful that, on receiving information of the surrender of the port whither her course was to be regularly directed, she might return back, or by some other alteration of course escape him, came very properly to an immediate resolution of dispatching a sufficient force in quest of her. Captain Parker in the Panther, and Captain, now Sir Richard, King, in the Argo, were appointed to this service. They accordingly quitted Manilla on the 4th of October, and on the 30th of the same month fell in with a very large ship, to which they consequently immediately gave chase, under the immediate and absolute persuasion that it was the identical ship which they were sent in pursuit of. Owing to the rapidity of a counter current the Panther was driven among the Maranjo's, and being reduced to the utmost hazard of wreck, was compelled to let go her anchor till the turn of the tide should enable her to stem the difficulty in which she had become involved. The Argo having been more fortunate and avoided the danger, continued the pursuit. In a short time Captain King was so lucky as to close with the enemy, whom he began to engage with all the warmth the disparity of size with respect to himself and his antagonist, and the superior weight of his opponent's guns, would permit.

The advantage enjoyed by the Spaniard from the two points in his favour just mentioned, added to the extraordinary thickness of his sides, enabled him to treat the Argo so roughly, that Captain King, after an encounter of two hours, was compelled to desist. Pending this action, however, the current fortunately slackened, and Captain Parker having again got under weigh, began to give chase for the second time. The Panther was not to be so easily foiled, as, owing to her very inferior force, the Argo* had been, and the defence made by the Spaniards, if it could be said to deserve that name, was merely of the most passive kind. Confiding to the strength and thickness of their ship's sides, which the shot even of the Panther were unable to penetrate, except in the upper works, they lay almost without returning a shot, and patiently endured a cannonade of more than two hours continuance, as though they hoped to foil the attempts of their assailant rather by their obstinacy, than by their prowess. Finding, nevertheless, that all hope of escape was fruitless, they were at length content to surrender.

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* The Argo was a frigate of twenty-eight guns.

Great was the astonishment of Captain Parker on finding, when he had taken possession of his prize, that it was not the ship of which he had been sent in pursuit, but the Santissima Trinidada, which had sailed from Manilla for Acapulco three months before. The prize having encountered a very severe gale of wind three hundred leagues to the eastward of the Embocadero passage, was dismasted, and being consequently compelled to put back for refitment, had proceeded no farther in pursuit of her voyage.

The ship which on this occasion fell into the hands of the English, was equal in magnitude to a British first-rate, was pierced for sixty guns, but when captured had no more than thirteen mounted, seven of which had been taken out of the hold even during the continuance of the action itself; a strong and completely incontrovertible proof of the security in which the crew, consisting of eight hundred and ten men, considered themselves in respect to the shot of their assailants, or they undoubtedly would not at such a crisis have taken such cool measures for their defence. The cargo of the Trinidada, though far inferior in value, owing to the different qualities of the cargo, to what was expected on board the Philippine, is nevertheless said to have exceeded half a million sterling.

On the 18th of July in the year ensuing, Mr. Parker was very deservedly advanced to the rank of Post Captain, but owing to the cessation of hostilities which had then taken place, as well in regard to France as to Spain, had no opportunity of distinguishing himself, or, as it appears, of holding any naval command. In this state of compulsive inactivity he was under the necessity of remaining till the year 1770, when in consequence of the dispute which had then reached a most serious height between Great Britain and the American colonies, he was appointed to the Phœnix, a small two-decked ship, mounting 44 guns, in which he was immediately afterwards ordered on that station. Hostilities had actually commenced long before Captain Parker reached the place of his destination, and the fury with which the contending parties assailed each other, which is the natural consequence of what is quaintly termed a civil war, appeared to forebode the most active employment for an able and enterprizing mind. Captain Parker therefore had very soon an opportunity of distinguishing himself as he did in the most conspicuous manner at the attack of different posts and batteries necessarily preparatory to that of New York itself.

The first of these naval *coups d'essai* was in an expedition ordered up the Hudson's river, to a post occupied in considerable force by the Americans at Orange Town; and immediately after his return from thence he was employed in covering the debarkation of the troops, on which occasion Commodore Hotham, to whom the chief superintendance of the service was confided, shifted his broad pendant on board the Phœnix. On the 9th of October following he was detached up the North River as chief or senior Officer of a small force sent thither for the purpose of dividing, or distracting the attention of the enemy, and the operations as well as services of this little squadron proved of very material aid and service to the general plan of attack. "It had been some time before resolved," observes Lord Howe in his official dispatch, "in order to prevent the enemy from receiving supplies by the North River, to send a detachment of ships above their works at Jeffery's Hook, on York Island, and the opposite shore of Jersey, between which they had been lately making fresh attempts to block the Channel. Captain Parker in the Phœnix was again chosen for this service, with the Roebuck and Tartar. The wind did not permit the ships to pass the enemy's works until the 9th. By the accounts I have a few days since received from Captain Parker, I find the ships had suffered much in their masts and rigging; the loss of men, as in the enclosed return, was less considerable. Of four of the enemy's gallies chased from their stations behind the lines of sunken frames and vessels placed to obstruct the passage of the river, two were taken; one mounted a thirty-two pounder with swivels, the other two nine-pounders and two four-pounders. The two remaining gallies, with some small vessels, being favoured by the tide and weather, escaped the ships in shoal water, where they had sufficient protection from the shore, which was in the enemy's possession."

Return of the killed and wounded on board his Majesty's ships, in passing the batteries on the 9th of October 1776.

Phœnix.—One Midshipman, two seamen, one servant killed; one boatswain, one carpenter, eight seamen, one servant, a negro man, and one private marine wounded.

Roebuck.—One Lieutenant, one Midshipman, and two seamen killed; one Midshipman, two seamen, and one corporal of Marines wounded.

Tartar.—One Midshipman killed; one Lieutenant of Marines wounded.

Total nine killed; seventeen wounded.

The address, activity, and gallantry displayed by Captain Parker on this occasion, added to those successes which his similar conduct at preceding periods had procured him, gained him the high favour of his Sovereign, who conferred on him the honour of knighthood. During the two succeeding years he continued on the same station, and though very actively concerned in all the various events which took place in that quarter, was not fortunate enough to meet with any second occurrence by which he could more materially add to that reputation which he had already so justly acquired, except by maintaining on all occasions, and confirming that high estimation in which his character was held.

In the month of November 1778, public affairs appeared to have reached their most dangerous crisis. The decision of a general engagement in favour of Britain, or the fortunate termination of some very consequential expedition, appeared the only means which could possibly restore to her the submission of the colonies, even in the most distant and qualified manner. France had, as it is well known, interposed herself a few months before as a party in the dispute, and the succour afforded by her to America was no less felt by its actual weight, than by its consequences. The force which had been detached by the new ally under the orders of the Count D'Estaing, was formidable in itself: rumours prevailed, and the preceding event rendered it by no means improbable, that further reinforcements would arrive. The most expeditious method of parrying the stroke, and that which bore with it the most flattering prospect of success, was that of carrying the British army suddenly into a distant quarter, and by that means distracting the attention of the foe as well as dividing its force. The southern colonies were considered as most open to a desultory attack of this nature. They were fertile, highly valued by the Americans themselves, and afforded many advantages in respect to their own commerce, together with various means of annoying that of Britain, which it was considered by the joint Commanders in Chief by sea and land at New York, as well as by the Administration at home, highly salutary the revolted colonies should be if possible deprived of.

Almost at the commencement of the dispute, and when the power of resistance on the part of America was held in by no means so formidable a light as it afterwards appeared she was possessed of, an armament of no contemptible force had been sent from England for the express purpose of attacking Charlestown, the capital of the province of South Carolina. Owing to causes which it were irrelevant to relate in this place, it completely failed, but the want of success by no means proved the impolicy of the system, nor was it sufficient to prevent a renewal of it in a neighbouring quarter, which appeared to hold forth greater hopes of conquest. The province of Georgia was considered to be possessed of much less formidable powers of defence than Carolina had been found to be, and the previous reduction of the former colony appeared, from its approximate situation to the latter, to promise by no means an impracticable opening to the subsequent reduction of that post which by successful resistance to the British arms, had infused an enthusiastic spirit through the whole American army, which was extremely useful to the general cause. A detachment of troops was accordingly sent from the army at New York, under the convoy and protection of a sufficient naval force commanded by Sir Hyde Parker. He sailed from Sandy Hook on the 27th of November, but owing to those repeated storms, which in such latitudes are so frequent at that season of the year, and the violent attacks of contrary winds, the fleet did not reach Tybee, which lays at the entrance of the port of Savannah, the destined object of attack, till the 23d of December. The discomfiture of the American land force in that quarter, the submission of Savannah, and the surrender of the whole colony, followed each other like cause and effect, and the leading transactions in the naval department will be best understood by the following official letter written by Sir Hyde himself on the occasion :—

SIR, *Admiralty-Office, Feb. 23, 1779.*

I am to request you will be pleased to acquaint their Lordships, that pursuant to the orders from Rear-Admiral Gambier, Commander in Chief in North America, I sailed from New York the 27th of November, with the transports under convoy, and after a series of bad weather arrived of the Tybee the 23d of December, a strong southerly current having set the fleet to the southward, prevented my getting in until the 24th. The Vigilant and some of the transports not being able to get into the river before the 27th, prevented any operations from going on, excepting a company of light infantry, under the command of Sir James Baird, and conducted by Lieutenant Clark of the Phœnix, sent to Wilmington island, in order to secure some of the inhabitants, to gain intelligence of the state of the enemy ; in this they succeeded in bringing off two men, who informed us, that the rebels had two row galleys in the mouth of Augustine creek ; that the batteries which had been erected for the defence of the river were much out of repair, and very few troops in the town, but that a number was expected to arrive every day. In consequence of this information it was determined by Colonel Campbell and myself, that no time was to be lost, therefore the moment the Vigilant was ready, which was the 28th, she was ordered to proceed up the river, with the Greenwich armed sloop and Keppel armed brig, the transports following near, the Comet galley at the same time went up the South Channel. This disposition had the desired effect by cutting off the enemy's row gallies from getting back into the inland navigation leading to Sunbury, and obliged them to retreat up the Savannah river, which they did, after firing some ill-directed shot at the armed vessels as they advanced; finding the battery upon Salter's island totally deserted, the Vigilant and armed vessels were ordered to proceed to Burton's plantation, the place determined upon to make the landing, but the shallowness of the river did not admit of the Vigilant approaching nearer than a random shot, the other vessels were arranged along the banks of the river opposite to the landing just at dark. The water having ebbed considerably, many of the transports grounded upon the flats about four or five miles below the armed vessels, and the others were obliged to anchor from the night coming on. This difficulty was in great measure obviated by the alertness and activity of Captain Stanhope, charged with the command of the flat boats, &c. The first division of troops were embarked in the boats, and rendezvoused at the Vigilant, but as from the enemy's fires they appeared to have taken post, it was determined to defer the landing until day-light, which was then effected, with the loss of one Captain and three or four privates only of the 71st killed, and eight or ten wounded.

As soon as the remainder of the army and artillery could be landed, which was completed by two o'clock in the afternoon, Colonel Campbell began to move towards the town of Savannah. The enemy appeared in force, but by a judicious movement of the light infantry, every obstacle was removed, and in a great measure the retreat of the enemy cut off; a number were killed, and about four hundred made prisoners, with most of the artillery. As soon as I could discover the troops had made an impression, I moved up with the small armed vessels to the town, and advanced the Comet galley above it, but night and the tide of ebb coming on, prevented her from proceeding high enough to oblige the rebels to desist from setting fire to the Hinchinbrook brig which they had attempted to get up the river, but which ran aground about three miles above the town, as also a sloop, which was taken the next morning.

On the 30th of December, having received intelligence that the two rebel row gallies were about five miles above the town with some other armed vessels, it was determined to endeavour to surprise them by the troops on the banks of the river, but either from the intelligence being false, or that the enemy had moved during the night, we found by the information of the negroes, they were five miles farther up; however the boats took possession of a Spanish ship of sixteen guns that was aground and deserted.

On the 1st of January, Lieutenant Clark of the Phœnix was detached with row boats about seventeen miles up the river above Savannah, upon information that the late rebel Governor of Georgia was at a plantation on the South Carolina shore, unfortunately he did not find the Governor, but returned with one Bryan, a notorious ringleader in rebellion, one Captain Lieutenant, and about twelve or fourteen prisoners of other denominations, with a gun-boat, which the rebels had fitted for the defence of the river; from this period the galley and Greenwich sloop, with a number of boats under the command of Captain Stanhope, were kept advancing up the river in hopes of being able to come up with the rebel gallies and other armed vessels, but such was the diligence of the rebels, and the difficulties attending our armed vessels drawing more water than those of the enemy in a very intricate navigation, notwithstanding the greatest exertions made on the part of the Officers employed upon that service, the rebels have been able to secure their gallies under the town of Purisburgh, as also two sloops, one loaded with gunpowder, the other with stores; four others were taken, *viz.* a sloop of ten guns, and another of four, burnt; a brig and a schooner were brought off.

By the station the king's armed vessels now occupy, we are enabled to transport provisions and stores for the army to Abercorn within ten miles of Ebenezer, the most considerable post of the army. Above the advanced armed vessels the river is no longer navigable for any thing but flats, and for them only by means of ropes being made fast to trees upon the shore, as there is constantly a stream runs down so strong as to make it impracticable for a boat to row against it, and the river so full of logs of wood as to render it impossible for vessels to anchor.

After the scattered remains of the rebel army had been forced to cross the Savannah river into South Carolina, it was judged by Colonel Campbell and myself, the proper moment of holding out protection to such of the inhabitants of Georgia as retained allegiance to his Majesty's person and Government, by the proclamation and oath (copies of which are inclosed), and I have great satisfaction in acquainting their Lordships the effects have perfectly justified our most sanguine wishes, by a very large majority of the inhabitants of the province of Georgia having already subscribed to the oath.

Herewith I have the honour to transmit for their Lordships' information, a sketch of the river Savannah, which although not perfectly correct, will enable their Lordships to form a judgment of the intricacy of the navigation up to the town. The entrance as far up as Cockspur island is a fine harbour for ships not drawing more than seventeen feet draught of water, and I think a fit port for the cruising frigates, from two and thirty guns downwards. Nine miles above Cockspur the water of the river is perfectly fresh, and the country abounds with great quantities of cattle.

The defence of this province must greatly depend on the naval force upon the different inland creeks; I am, therefore, forming some gallies, covered from musquetry, which I have great reason to believe will have a very good effect.

The shattered situation of the ships under my command, and absolute necessity of fitting out gallies and small vessels for the defence of the province, induced me to appoint a master attendant and master builder, for the carrying on in a uniform manner these necessary services; and I doubt not but their Lordships will perceive the propriety of the measure.

I should do great injustice to Captain Stanhope, was I to close this letter without desiring you, Sir, to acquaint their Lordships that Capt. Stanhope, although his sloop was out of commission, made a voluntary offer of his services upon this expedition, and I with pleasure acknowledge that my success in the naval department has been greatly owing to his abilities and knowledge of the harbour and river, and it is, Sir, with the greatest pleasure that I assure you that a most perfect harmony has subsisted between the navy and army, and that the Officers and men have vied with each other for the good of his Majesty's service.

Enclosed I transmit the state and condition of the squadron under my command; and as soon as the state of the province will admit of my withdrawing the Phœnix I shall proceed to put into execution the remainder of my instructions from Rear-Admiral Gambier.

Capt. Stanhope is charged with these dispatches, to whom I beg leave to refer their Lordships for particulars. I have the honour to be, Sir,

Phœnix, Savannah River, Your most obedient and
Jan. 14, 1779. most humble Servant,
To Philip Stephens, Esq. H. PARKER.

N. B. Since writing this letter I am informed that General Prevost, with the King's troops from St. Augustine, after a very slight resistance, obliged the rebel fort at Sunbury to surrender at discretion. Two rebel gallies that were there, retreated down the river, but from the disposition of the King's ships and vessels they despaired of getting them off, which induced the enemy to set fire to them, and attempt to escape with their crews in a sloop, which was brought in here yesterday by the Vigilant's tender, their numbers amounting to about seventy, including Officers.

H. PARKER.

The political hopes formed on this expedition appeared for a considerable time raised to their highest pitch by the foregoing success, the subsequent reduction of Charlestown itself by a more powerful armament under the orders of Sir Henry Clinton and Admiral Arbuthnot, about two years afterwards, together with the temporary subjugation of the whole province of Carolina, were considerably promoted by this conquest, and fully proved the value of Sir Hyde's service on so important an occasion. Having accomplished the first object of his duty the Commodore found it absolutely necessary to return to Europe, since the Phœnix in common with other ships belonging to the squadron, had sustained so much injury in the course of her passage as to be rendered totally unfit for farther service, except she underwent a thorough repair; having therefore received the best refitment at the newly captured port, which circumstances would permit, he quitted North America and arrived in England toward the end of the spring.

The repair of the ship was immediately attended to, so that by the close of the year she was once more considered in a proper condition for service. Sir Hyde on resuming his command was ordered out to Jamaica, whither he was sent as senior or commanding Officer of the convoy, to whose protection a valuable fleet of merchant ships was confided. The same zeal and attention to the service which had uniformly marked his character on former occasions, was equally conspicuous on the present. He departed from England at the latter end of the month of December, in company with Sir George Rodney, who then commanded a very formidable armament destined for the relief of Gibraltar. Having accompanied the Admiral to that latitude in which their future different courses rendered it necessary they should part company, Sir Hyde proceeded with his charge to the destined port, whither he conducted them in the most perfect safety, without their experiencing any sinister accident whatever. The new station afforded very slender means of adding to his former reputation, the operations and successes in that quarter, owing to the absence of an enemy, were confined during the whole of the war to the casual capture of small frigates or corvettes, and the destruction of the enemy's commerce, by the more frequent seizure of their merchant vessels. Even this immaterial and uninteresting occupation was not long followed by Sir Hyde without his encountering difficulties and disasters far more formidable than he had ever experienced from the enemies of his country. Having about the latter end of the month of September been ordered out on a cruise, he had the misfortune to be involved in the dreadful consequences of that tremendous convulsion of nature an hurricane, which it may be still with the most poignant grief remembered, nearly desolated that part of the world.

Of this dreadful calamity, far as related to Sir Hyde and his crew, the following concise account is officially given by Sir Peter Parker, who then commanded in chief on the Jamaica station, and is now as senior on the list of British Flag-Officers, Admiral of the Fleet:—

> On the 4th of last month (October), at half past five in the morning, his Majesty's ship the Phœnix was wrecked on the Island of Cuba, about three leagues to the eastward of Cape Cruz, in a most dreadful hurricane, and according to Sir Hyde Parker's representation, if she had not been driven on shore she must soon have foundered. All the ship's company were happily saved except twenty, the greater part of whom were lost with the main-mast, and washed overboard. Sir Hyde Parker dispatched his First Lieutenant, Mr. Archer, in one of the ship's boats to Montego Bay for assistance, and by the 11th all that remained of the ship's crew, to the number of two hundred and forty, were embarked on board of his Majesty's sloop Porcupine and three shallops, and arrived safe in Montego Bay the 15th inst.

Although the loss of the ship, considered in a national light, was undoubtedly grievous, yet the disaster was certainly much alleviated by the consideration, that owing to the exertions and conduct of the Commander the lives of his people were, with some exceptions, preserved, not only to themselves, but to their country also, without their experiencing the mortification of passing through the hands of the enemy, on whose shore they were so unfortunately wrecked; but also by the reflection that the loss of the ship, under the particular circumstances which attended it, proved the very means of their preservation, inasmuch as from the state in which she is described to have been previous to her final wreck, nothing save the accident itself, or the nearly miraculous intervention of Providence, could have preserved them from total destruction.

The conduct of Sir Hyde on this melancholy and distressing occasion was exemplary in the highest degree; as soon as the people who survived the loss of the main-mast and other casualties attendant on the disaster, had reached the shore in safety, the utmost exertions were immediately made to preserve a sufficient quantity of provisions and ammunition, which being secured, together with four of the carronades belonging to the ship, a temporary work or redoubt of earth was thrown up in a spot favourable to defence, in which the crew firmly prepared to brave the efforts of the enemy, should they make their appearance before the expected succour arrived, which was to transport them to the arms of their countrymen and friends. The want of necessity in respect to bringing it into action, by no means diminished the splendour of the resolution, and means taken to render it effectual, for there is certainly no less a degree of merit attachable to the spirited preparations for defence, than there is to the defence itself.

Sir Hyde, deprived as we have seen him by inevitable misfortune of his command, returned to England after a very short continuance at Jamaica, and almost immediately after his arrival was appointed to the Latona, a new frigate of 38 guns, very deservedly esteemed among the first of her class then built; the conduct of the Hollanders, with respect to Britain, and the unwarrantable, the insidious assistance rendered by them to the French, the Spaniards, and the Americans, had long given very ust umbrage to the British

Government. Remonstrances and representations had long been treated with the most supercilious neglect, so that as a last resort for obtaining the necessary satisfaction, preparations were publicly commenced to punish the insults, and the temerity which had caused them. It consequently became immediately necessary to send a squadron into the North Sea, as well for the protection of the British commerce from privateers or other depredators, as to oppose whatever more formidable force the newly declared enemy should find it possible to equip. The chief command of the armament, which had risen from an originally very inconsiderable force, commanded by Commodore Keith Stewart, till it amounted to seven ships of two decks, four stout frigates, and a cutter, was bestowed very judiciously on Vice-Admiral Hyde Parker, father to Sir Hyde, who was himself ordered to join the squadron with the frigate he then commanded.

The protection of the Baltic fleet was the first object intrusted to this armament, which, when on its return homeward with its charge, had the fortune to fall in with a Dutch squadron of superior force, outward bound, on a service exactly similar to that in which Mr. Parker had been himself engaged. The contest was obstinate, and the victory disputed by the Dutch with that firmness and determined bravery which appears to have almost uniformly marked their conduct in every war in which they have been for many years engaged as principals, or as fighting their own immediate cause. The detail of the encounter is so materially connected with this gentleman, that it is necessary to add the official account of it, merely for the purpose of introducing some anecdotes relative to this gentleman, which being of a private, but interesting nature, do not appear on the face of the narrative itself.

SIR, *Fortitude, at Sea, August* 6, 1781.

YESTERDAY morning we fell in with the Dutch squadron with a large convoy, on the Dogger Bank, I was happy to find I had the wind of them, as the great number of their large frigates might otherwise have endangered my convoy; having separated the men of war from the merchant ships, and made a signal to the last to keep their wind, I bore away with a general signal to chase. The enemy formed their line, consisting of eight two-decked ships, on the starboard tack; our's, including the Dolphin, consisted of seven; not a gun was fired on either side until within the distance of half-musket shot. The Fortitude being then abreast of the Dutch Admiral, the action began and continued with an unceasing fire for three hours and forty minutes, by this time our ships were unmanageable. I made an effort to form the line, in order to renew the action, but found it impracticable. The Bienfaisant had lost his main-top-mast, and the Buffalo his fore-yard; the rest of the ships were not less shattered in their masts, rigging, and sails; the enemy appeared to be in as bad a condition. Both squadrons lay to a considerable time near each other, when the Dutch, with their convoy, bore away for the Texel; we were not in a condition to follow them.

His Majesty's Officers and men behaved with great bravery, nor did the enemy shew less gallantry. The Fortitude was extremely well seconded by Captain Macartney in the Princess Amelia, but he was unfortunately killed early in the action; Lieutenant Hill has great merit in so well supporting the conduct of his brave Captain.

As there was great probability of our coming into action again, Captain Macbride very readily obliged me by taking the command of that ship, and I have appointed Mr. Waghorne, my First Lieutenant, to the command of the Artois; this gentleman, although much hurt in the action, refused to leave my side while it lasted. Captain Græme, of the Preston, has lost an arm.

Inclosed I transmit a return of the killed and wounded, and an account of the damage sustained by the ships.

The enemy's force was, I believe, much superior to what their Lordships apprehended, and I flatter myself they will be satisfied that we have done all that was possible with our's. I am, Sir,

Your most obedient,
And most humble servant,
H. PARKER.

P. S. The frigates this morning discovered one of the Dutch men of war sunk in twenty-two fathoms water, her top-gallant-masts were above the surface, and her pendant still flying, which Captain Patten has struck, and brought to me on board, I believe she was the second ship in the line, of 74 guns.

A return of the killed and wounded in the action on the 5th of August 1781.

Ships' names.	*Killed*	*Wounded*	*Total.*
Fortitude, -	20	67	87
Bienfaisant, -	6	21	27
Berwick, - -	18	58	76
Princess Amelia, -	19	56	75
Preston, - -	10	40	50
Buffalo, - -	20	64	84
Dolphin, - -	11	33	44
	104	339	443

OFFICERS.

Fortitude.—Lieutenants Waghorne, Harrington, Hinckley, the boatswain, and pilot wounded.

Bienfaisant.—Gunner wounded.

Berwick.—Lieutenants Shipsey and Maxwell, Captain Campbell, and Lieutenant Stewart of Marines, and six Midshipmen wounded. Pilot and two Midshipmen killed.

Princess Amelia.—Captain Macartney and gunner killed. Lieutenants Hill, Smith, and Legger, wounded.

Preston.—Captain Græme, and third Lieutenant, wounded.

Buffalo.—First Lieutenant and boatswain, wounded.

Dolphin.—Lieutenant Dalby killed. Boatswain wounded.

Lieutenant Rivett brought information, that the homeward-bound trade from the Baltic, consisting of upwards of one hundred sail, proceeded on their way to England, under proper convoy, before the action began, and may be hourly expected. Admiral Parker's squadron at the time of the action, consisted of the under mentioned ships and frigates, *viz.*

Ships.	*Guns.*	*Commanders.*
Fortitude, -	74	Vice-Admiral Parker, Captain Robertson,
Princess Amelia, -	80	——— Macartney,
Berwick, - -	74	——— Ferguson,
Bienfaisant, -	64	——— Braithwaite,
Buffalo, - -	60	——— Truscott,
Preston, - -	50	——— Græme,
Dolphin, - -	44	——— Blair,
Artois, - - -	40	——— M'Bride,
Latona, - -	38	——— Sir H. Parker.
Belle Poule, -	36	——— Patton,
Cleopatra, -	32	——— Murray,
Surprise cutter,	10	Lieutenant Rivett.

No situation on earth could, perhaps, be found so interesting and afflictive to filial love, as to behold a parent surrounded on every side, by enemies superior in numbers and force to himself without being able to render that succour or relief to the pressure, which would have considerably alleviated so dreadful an anxiety. It is related as an anecdote of Sir Hyde, that the instant the action had so far ceased as to render it justifiable for him to approach the flag ship without breach of orders or the regulations of the service, he bore down to the Fortitude, and in that solicitous tone of affection and filial regard which exalts the character of an hero beyond, as it were, itself, inquired for his parent. The Admiral with equal warmth, and in a manner peculiar to himself, assured his son of his personal safety, and the dissatisfaction he felt at not being able to pursue the advantage he had gained, in that manner he most ardently desired. The first effusions of a noble mind are always strongly characteristic of its leading features, and the scene just described, far too feebly, could not fail of being remarkably interesting to those who were the witnesses of it.

Immediately almost after the return of the fleet into port after the encounter, Sir Hyde was promoted from the Latona to the Goliath, a new ship of 74 guns, under her first equipment for service. Tedious as the operations and duties necessary to fit a vessel of that magnitude and rate for sea, particularly in the first instance, generally prove, Sir Hyde was ready in the early part of the ensuing year to join the rest of the ships intended for the home or channel service. No expedition or occurrence, however, took place sufficient to arrest and attract the attention of a biographer, except the detachment of a squadron consisting of eleven ships of the line (the Goliath being one), and three frigates, on a cruise off Brest, under the orders of the late Admiral Barrington, for the purpose of intercepting a French convoy then ready to sail from Brest to the East Indies. The measure was successful, the Pegase, of 74 guns, having been taken after a short but very smart action by the Foudroyant, commanded by Captain Jervis, now Earl of St. Vincent, the Actionaire, of 64 guns, armed *en flute*, by the Queen, and ten of the transports or storeships by different British ships. After this success the squadron unfortunately encountered a very heavy gale of wind, in consequence of which the Goliath lost her fore-top-mast, and was under the necessity of making the best of her way to Spithead, where she had the good fortune to arrive in safety before the rest of her companions.

Sir Hyde was also engaged in the different subsequent cruises made during the summer, under the orders of Earl Howe, but these being made more for the purpose of awing the Hollanders, and preventing their sending any fleet to sea, than for that of effecting any mischief against them, the naval history of the summer, far as related to the British Channel, became, as it were, a perfect blank. France and Spain in conjunction with each other, had at this time resolved, as may still be remembered, with a degree of enthusiastic ecstasy, when the defeat of their gigantic plan is considered, to make a most formidable attack on the fortress of Gibraltar. It had long been considered as impregnable by the possessors of it, and it certainly proved so to the combined assailants. Nevertheless, however great the confidence of Government might be, in the known gallantry of the troops who defended it, and the universally acknowledged abilities of the Officers who commanded them, General Elliot, the Governor, in particular; it was known that a continuance and reiteration of attack must inevitably weaken a garrison pent up in so narrow a compass, and that even should their courage in the midst of their difficulties prove superior to depression, the want of provisions must on one hand soon prove an insurmountable bar to the best bodily exertions, and that of ammunition on the other, put a final period to all possible defence. The combined fleets of France and Spain, under the orders of their respective

Courts, had united in one common cause, and taken a well-chosen position in the Streights to prevent the forcible introduction of succour, while the numerous cruisers of inferior consequence indeed, but of force sufficient for the purpose, had for a long time very materially impeded the introduction of any casual relief, and grievously augmented the distressing wants of this chosen, but oppressed band of heroes. The state of the garrison was known to be critical, and the utmost exertions had become necessary on the part of Britain to prevent this gallant and apparently devoted band from falling a sacrifice to famine, or the want of means to continue their defence.

The Allied Powers had on their part collected a numerous army; they had, at an expence almost incredible, caused a number of floating batteries to be constructed, on the effect of which they, in all fancied exultation of victory, had placed the most sanguine hopes of success; to use the emphatical words of General Elliot, they were deemed perfect in design, completed by dint of prodigious labour as well as unlimited expence, and by common report pronounced *invincible*. To avert the dreaded effect of this impending storm, Britain drew together a fleet which, though truly formidable in numbers, was still considered as inferior to that which was collected to oppose it: it consisted of thirty-four ships of two and three decks, besides a sufficient number of frigates and smaller attendant vessels. Sir Hyde held on this occasion the very honourable post of leader to the van division of the fleet, and in that trivial skirmish, for it could scarcely be said to deserve the name of an encounter, which took place with the combined fleets after the relief of the fortress had been effected in spite of their best efforts, was very materially engaged, having had four men killed, together with two of his Officers and fourteen seamen and marines wounded, a loss which, small as it was, proves how comparatively great a share the Goliath bore in the engagement, since it was exceeded by that of three only in the whole fleet.

Foiled in this attempt, to which the enemy had indubitably bent their best efforts, they began most seriously to turn their attention and wishes to peace, and the preliminaries were signed almost immediately after the return of the fleet into port, as though the preceding struggle had been the last expiring convulsion of the fiend of war. Though hostilities had ceased Sir Hyde did not quit his command, the Goliath being retained in commission as a guardship on the peace establishment. He was on his first appointment to this new occupation stationed at Sheerness, but after a few months continuance at that port, the Goliath was ordered to be refitted at Chatham, and was afterwards sent round to Plymouth, where it continued only till the month of October, being then dispatched, in consequence of an economical arrangement made by the Admiralty Board to save the expence of transports, to Gibraltar, with a number of troops, for the purpose of shifting such a part of the garrison as had been stationed there during the preceding war, and had served there, a longer time, than was generally customary. Sir Hyde sailed on the 14th of October 1783, and after his return to England was ordered to Portsmouth, where the Goliath remained stationed as a guardship during the time usually allotted to such commands, particularly in time of peace.

In the year 1787, when the interference of France was materially apprehended with respect to the dispute between the Stadtholder and the republican faction formed in the United Provinces, Great Britain having very justly determined to espouse the cause of the former, and support the form of Government then existing, found it necessary to equip a considerable number of ships in order to be ready to counteract any such attempt. Among the Officers first selected for commands on this occasion, was Sir Hyde, who was appointed to the Orion, a ship of 74 guns, launched but a very short time before, and afterwards ordered to be equipped at Woolwich. The controversy being very speedily settled by the march of a Prussian army into Holland, the Orion was immediately put out of commission, and Sir Hyde once more retired into private life.

Ever foremost in the hour of probable contest, when the dispute suddenly took place with Spain, in regard to the British settlement at Nootka Sound in 1790, Sir Hyde was appointed to the Brunswick, a new ship also, and of the same force with the two last which he had commanded; but this storm blowing over in consequence of the very spirited measures adopted by Britain, as expeditiously as the former had done, Sir Hyde resigned his command, and never held any subsequent one as a private Captain. On the commencement of the present war with France, and the promotion of Flag-Officers which immediately followed it, Sir Hyde was, on the 1st of February 1793, advanced, very deservedly, to the rank of Rear Admiral of the White Squadron, and immediately subsequent to the promotion accepted of the station of First Captain to Vice-Admiral Hood, who was appointed to command a very formidable fleet ordered into the Mediterranean, not only to counteract any attempt that might be made in that distant quarter against the possessions of Great Britain or her allies, but also, if any occasion ſhould offer, to attack those belonging to France herself.

The events which took place during the time Lord Hood, and afterwards Lord Hotham, held that command are almost too recent to require recapitulation. The surrender of Toulon, and the different interesting events which took place during the time it continued in the possession of Great Britain and her allies, the invasion and complete reduction of the island of Corsica, and the two different encounters in which Admiral Lord Hotham almost fruitlessly endeavoured to engage the French fleet, first in the month of March, and secondly in the month of July 1795, were all of them occurrences extremely interesting to a man of gallantry and zeal for the service of his country, and it is but bare justice to observe, that Sir Hyde availed himself of those opportunities to the utmost of his power. The most material of those in which Sir Hyde had the power of displaying his exertions, was in the first encounter which took place between Mr. Hotham, and the remnant of the once formidable force which France had possessed in the port of Toulon. The enemy's squadron, which consisted of fifteen sail of the line and five frigates, having ventured to sea, was so successfully pursued by the Vice-Admiral, that one of their ships was, on the 13th of March, brought to action by the Inconstant frigate, supported by the Agamemnon, commanded by Captain Nelson, and received so much damage, that nothing but the near approach of the rest of the enemy's ships, and the distance of the assailants from support, which was occasioned by their carrying a press of sail in chase, prevented that ship from falling into their hands. The disabled vessel was taken in tow, and the contest ceased during the remainder of that day; on the ensuing, the ship that had been engaged, together with that which had her in tow, were discovered at day-light so far to leeward, and separated from the rest of the squadron, as to afford a very probable chance of cutting them off; the proper measures were immediately taken to pursue this advantage, and make a proper use of it; the enemy were in consequence reduced to the alternative, either of abandoning them to the British fleet, or bearing down and hazarding an action in the hope of rescuing them.

Though the French Commander in Chief appeared to manifest every possible wish of avoiding an encounter, he appears to have thought it improper, wholly, to abandon his comrades, he accordingly formed his line, and bore down on the contrary tack to the British fleet, that he might at least have the credit of having made the attempt. The British advanced ships, the Captain and Bedford, had approached, however, so near, and were so well supported by the ships astern, that the enemy were completely cut off from all assistance, and surrendered, after making as good and as resolute a defence as circumstances would admit of. The conflict ended in a distant cannonade, for the van ships of the British were so much damaged, particularly the Courageux and Illustrious, each of which lost their main and mizen-masts, as to render it impossible to attempt any thing farther against an enemy, to windward, equal at least in force, and using every possible means in their power of avoiding an action. The French ships captured were the Ca Ira, of 80 guns, having on board at the commencement of the action one thousand three hundred men, and the Censeur, of 74 guns, having one thousand men. Although the general result of the action was not so completely successful as it promised to have been, in case the enemy had been less cautious, yet an object far superior, considered in a nautical light, to the capture of two ships of the line, was attained by this partial encounter. The French ships were all crowded with men in a very extraordinary and unprecedented manner, for the purpose of carrying into execution some expedition, the object of which was either unknown, or at least not officially explained. Mr. Hotham therefore observed, that whatever might have been the enemy's design, the object of it was completely frustrated. They returned back into port wholly disappointed in their hopes and expectations, a circumstance not improbably more keenly felt by them than even their discomfiture.

Sir Hyde having been advanced on the 12th of April 1794, to be Rear-Admiral of the Red Squadron, and moreover on the 4th of July following, to be Vice-Admiral of the Blue, quitted his station of Captain of the fleet on board the Victory, and hoisted his flag on board the St. George, of 98 guns, as commander of a squadron or division of the fleet. He held that post at the time of the action just mentioned, and on the 1st of June subsequent to it, was promoted to be Vice-Admiral of the Red. No other material occurrence took place during the remainder of the time that Sir Hyde continued to command in the Mediterranean fleet, except the second skirmish, still more trivial than the first, which took place with the French fleet on the 13th of July succeeding his last promotion, of which the following particulars were officially transmitted by the Commander in Chief, the present Lord Hotham :—

" Yesterday at day-break we discovered the enemy to leeward of us on the starboard tack, consisting of twenty-three sail, seventeen of which proved to be of the line; the wind at this time blew very hard from the N. N. W. attended with a heavy swell, and six of our ships had to bend main-top-sails in the room of those that were split by the gale in the course of the night. I caused the fleet, however, to form with all possible expedition, on the larboard line of bearing, carrying all sail possible to preserve that order, and to keep the wind of the enemy, in the hopes of cutting them off from the land, from which we were only five leagues distant. At eight o'clock finding they had no other view but that of endeavouring to get from us, I made the signal for a general chase, and for the ships to take suitable stations for their mutual support, and to engage the enemy as arriving up with them in succession, but the baffling winds and vexatious calms, which renders every naval operation in this country doubtful, soon afterwards took place, and allowed a few only of our van ships to get up with the enemy's rear about noon, which they attacked so warmly, that in the course of an hour after we had the satisfaction to find one of their sternmost ships, *viz.* L'Alcide, of 74 guns, had struck, the rest of their fleet, favoured by a shift of wind to the eastward (that placed them now to the windward of us), had got so far into Fergus Bay, whilst the major part of our's was becalmed in the offing, that it became impossible for any thing farther to be effected, and those of our ships which were engaged had approached so near to the shore, that I judged it proper to call them off by signal. If the result of the day was not so completely satisfactory as the commencement promised, it is my duty to state that no exertions could be more unanimous than those of the fleet under my command, and it would be injustice to the general merit of all, to select individual instances of commendation, had not superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner. Amongst the number was the Victory, having Rear-Admiral Mann on board, who had shifted his flag to that ship upon this occasion. I am sorry to say that the Alcide, about half an hour after she had struck, by some accident caught fire in her fore-top before she was taken possession of, and the flames spread with such rapidity, that the whole ship was soon in a blaze; several boats from the fleet were dispatched as quickly as possible to rescue as many of her people as they could save from the destruction that awaited them, three hundred of them were in consequence preserved, when the ship blew up with the most awful and tremendous explosion, and between three and four hundred people are supposed to have perished."

In the year 1796, Sir Hyde returned to England, and was almost immediately after his arrival appointed to command in chief on the Jamaica station, a service of a peculiar nature, and which some persons not acquainted with it sufficiently, may consider, perhaps, as requiring little abilities, as well as trifling exertions. It is true the remote situation of the quarter from the more active scenes of warfare, afforded very little room to expect an opportunity in which a Commander in Chief could distinguish himself in actual encounter; but it must at the same time be considered, that an injury equally effectual was to be carried into execution against the foe by restraining their commerce, or preventing the passage of stores, provisions, and ammunition, for the maintenance and defence of the different possessions belonging to them in that quarter; the measures adopted by Sir Hyde were judicious and effectual, successful almost beyond precedent, lucrative in the extreme to himself, and distressful in the highest scale of injury to his antagonists.

After continuing full three years in the West Indies, Sir Hyde returned to England, and was appointed immediately on his arrival to command in the Main or Channel Fleet; the caution both of the French and Spaniards, notwithstanding they had some time before entered the harbour of Brest with nearly the whole naval force possessed by both countries combined, had prevented them from ever hazarding those ships which have hitherto escaped from the fury of the British fleet when at sea. His occupation therefore in this line of service passed over without any memorable occurrence, or creating any national interest. Toward the close of the year 1800, it will be remembered for centuries, for the events connected with the transaction alluded to will certainly render it indelibly recorded to the latest posterity, the Emperor of Russia, the once warm and strenuous opponent of France and her political system of government, suddenly changed his system and his opinions, equally eager and active in the contrary scale of action to that in which he had before appeared; he was not content with the single manifestation of his own particular displeasure, but by threats, by promises, and various diplomatic artifices, contrived to engage the Northern Powers of Denmark, Sweden, and Prussia, as parties in the same quarrel. The flame soon grew too violent and fierce to yield to the common method of repression; a fleet of considerable force was accordingly equipped with the utmost expedition and sent into the Baltic. The effects which it produced were as instantaneous as they were violent *, and it may be presumed from the dawning of that abstract negociation which has already taken place, that the supposed impending storm of what was called the Northern Confederacy, will burst like a bubble, nor leave the smallest trace of its having ever existed.

When we consider the difficulty and delicacy of the latter service, in which we find this able and gallant Officer engaged; the event may be truly said to eclipse all the former transactions of his life, and the manner in which we find it to have been executed, does equal honour to his judgment, and his benevolence. The moderate terms of the treaty, or armistice agreed to with the Danes, by no means establish as fact that the latter possessed insuperable means of defence, but rather that the former was unwilling to press too far an ancient friend and recent foe, whose amity and national love, moderation might readily guide into its accustomed channel.

HERALDIC PARTICULARS.

In the Book of Knighthood is the following entry: Hyde Parker, Esq. Captain in the Navy, knighted at St. James's, April 21, 1779. He is the second brother to Sir Harry Parker, who succeeded to the dignity of a Baronet on the supposed melancholy death of his father, in or about 1783. Sir Hyde Parker the elder had himself acquired that honour on the decease of the Reverend Sir Harry Parker, D. D. Rector of Rotherfield and Glympton, both in Oxfordshire, and heretofore Fellow of Trinity College, Oxford.

ARMS.] Sable a buck's head, caboched, between two haunches argent.

CREST.] On a wreath a dexter hand and arm, in a slashed sleeve, gules, with a little cuff argent, and the shirt seen through the slashes, proper, holding a buck's horn (or piece of coral), gules.

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* See pages 334, &c.

DESCRIPTION OF
THE FORTRESS OF CRONENBURG.

THE castle or fortress of Cronenburg is built on piles close to the water's edge, it stands at the very entrance of the Sound, and is the place where the Danes receive what are called the Sound dues from the ships of all countries whatever who pass through it: it is situated upon the edge of a peninsular promontory, which is the nearest point of land to the opposite coast of Sweden, and is strongly fortified on the land side, by ditches, bastions, and all the different parts requisite to a strong and regular fortification. Towards the sea are many heavy batteries, on which are mounted upwards of sixty pieces of cannon, several of which are said to be forty-eight pounders. It was formerly very richly furnished, but was plundered by the Swedes in 1658, who carried off all the valuables, among which there are said to have been many statues of massy silver.

At a very small distance to the eastward of it stands the town of Elsineur, Elsinore, or Helsingfore, as it is differently styled, although now the second town of rank and importance belonging to Zealand; it was originally but a small village, consisting of only a few fishermen's huts. In this humble state it continued till the year 1445, when it was made a staple town by Eric Earl of Pomerania, who conferred upon the new settlers very considerable immunities, and erected a castle for their defence. From the period just mentioned, it has gradually increased in size and in wealth, so as to exceed, in both, every town or city properly belonging to Denmark, except Copenhagen itself. It contains about 5000 inhabitants, among whom are many of the most considerable merchants in the whole country, and the Consuls belonging to the various nations who trade to the Baltic. It is situated in latitude 56. 3. N. longitude 11. 3. E. and is about eight leagues and an half distant from Copenhagen, being almost directly to the northward of it.

Every vessel on passing Elsineur lowers her top-sails, and pays a certain toll, called the Sound dues; to enforce the payment of this demand it has not only been generally asserted that the fortress of Cronenburg has been erected, but that all ships passing through the Sound must steer, on account of the shoals and currents, so close under the guns, as to be exposed to certain destruction in case of refusal. This idea, however, is erroneous. On account of the numerous and opposite currents which prevail in the Sound the safest passage certainly is near to the fortress, but the water is in every part sufficiently deep to allow vessels to pass at a considerable distance from the batteries, and the largest ships may sail close under the Swedish shore, as has been recently proved. The uniform payment therefore of the demand in question is owing not to the strength of the fortress, but the generally acquiescence of all Europe.

Many disputes, indeed, have arisen as to the right existing in the Crown of Denmark of imposing and exacting the demand in question. The King of Sweden in particular has frequently claimed an equal right of free passage, as is possessed by the Danes themselves, and his subjects have occasionally been exempted from it by special treaty; but in 1720, Frederic the First agreed that all Swedish vessels should in future be subject to the usual imposts. Vessels of all countries, exclusive of a small duty, are rated at one and a half *per cent.* on the value of their cargoes, except the English, Swedish, French, and Dutch, which pay one *per cent.* only. In return for this toll the Danish Government is at the charge of constructing the necessary lighthouses, as well as maintaining them, and erecting sufficient signals, beacons, or buoys, to point out the shoals and rocks, as well as mark the passage from the Cattegat to the entrance into the Baltic.

The following directions are given for passing the Sound: on approaching the passage from the westward, be careful to give a birth to the shore on the starboard, on account of a reef that runs off to the N. W. from the point of land on which stands the castle of Cronenburg. By keeping in the depth of from seven to eight fathoms, a ship will pass clear of the shoal which is commonly known by the name of Lapsand. In coming round Cronenburg castle edge in nearer to the starboard shore, to avoid a sand-bank nearer the middle between the two shores, at N. by W. from the island of Ween; for though there may be a sufficient depth of water upon the bank for any ship, yet the shoalings may excite alarm or produce disagreeable sensations at least, which will thereby be avoided. It is then all clear to Copenhagen city, giving the shore a moderate birth to keep clear; six or seven fathoms or more, will bring a ship clear to the opening of the harbour, where is a buoy to mark out the point of a sand which runs out north from Almack Island on the larboard side.

Huen Island, in the Baltic Sea, is about two leagues from the coast of Zealand, and only one league from that of Sweden, and is about six miles in circuit. It is three leagues at S. at E. from Alsinoor, and near five leagues at N. by E. from Copenhagen, in latitude 55 deg. 54 min. N. and long. 12 deg. 38 min. E. It appears to be the same as Huesne or Huena Island, a small island of the

Baltic Sea in the Sound, in lat. 55 deg. 54 min. N. and long. 12 deg. 58 min. E. The celebrated Tycho Brake had his observatory on this island.

The right of imposing what are called the Sound dues has not only been acquiesced in, but never disputed by Britain, and the great Selden indeed has by the claim and argument set up by him to prove the right of England to the dominion of what are considered the British Seas, allowed that of Denmark and Sweden to that part of the Baltic which washes their shores. How far Denmark may be entitled to the usurpation of the whole, and the exclusion of her sister kingdom from any share either in the honour of the sovereignty itself, or the profits resulting from it, may be a question which would afford a very ample fund for the enlarged and laborious arguments of Civilians, but would be totally irrelative to any country but their own. The point has been not unfrequently disputed between them, but seems now completely compromised, and thoroughly well understood. Speaking of the claim and right possessed by the Venetians to the Adriatic Sea, a case which comes nearest in point to the present, Selden observes :—

" If wee take a view of later times, or the rights and customs of nations, which at this present are in high repute and authoritie, there is nothing that can more clearly illustrate the point in hand then the dominion of the Adriatick Sea, which the most noble common weal of Venice hath enjoyed for so many ages. The truth of this is every where attested and acknowledged, not only by historians and chorographers, but by very many lawyers. Bartolus Baldus Angelus, and a companie of above thirtie, the most eminent among them, unless they bee misreckoned by Franciscus de Ingenuis, who saith he counted so many in that epistle of his to Liberius Vincentius, written some years ago in defence of the dominion of the Venetians over the Adriatick Sea, in answer to Johannes Baptista Valenzola, a Spaniard, and Laurentius Motinus, a Roman, who (as hee saith), to gratifie the Duke of Ossuna, Vice Roy of Naples, whose creatures they were, wrote against the right of dominion which belongs to the Venetians by sea." And again,

" Nor doth this dominion arise from any jurisdiction over the persons of such as frequent the sea (as is imagined by som, miserably carried away with the autoritie of Ulpian, so often affirming that the sea by the law of nature is common to all men), nor is it a qualified dominion (as saith Angelus Matthæcius, Professor at Padua), but this sea doth so properly belong to the Venetians, that it is not lawful for any other to use or enjoie the same without their permission, for as much as they have right to prohibit any to pass, to impose custom upon those whom they permit, to do any other thing in order to the raising of benefit and advantage out of the water, as any man may do in his proper possessions by land. As concerning navigation in that sea, that it may bee prohibited at their pleasure, and that by approved right, wee have the testimonies of many lawyers. It cannot bee denied (saith Angelus de Ubaldus), but the Venetians and their signiory for very many ages have been, and are in possession, as it were, of the aforesaid gulf, wherefore the Venetians by virtue of that ancient possession which they have had so long, and do yet enjoie, may, by putting a restriction into the form of their covenants, hinder the Genoeses or any other whatsoever, that shall offer to sail through their gulf."

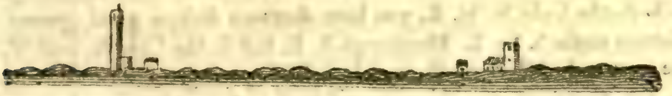
SOME REMARKS

ON THE NAVIGATION OF THE NORTH SEA,

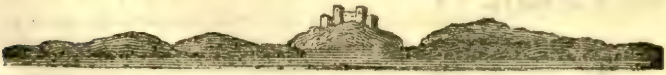
From the MS. Journal of an Officer in the Royal Navy.

THE Scaw Point makes in several little hummocks, and shows like Broken Islands. On the tail of it we had nine, eight, and seven fathom water; when Kingsham beacon bears W. by S. of you, you may be sure you are within the reef. When the Scaw light bears N. W. by N. distance three leagues, you will have four fathoms sand intermixt with shells; and when it bears W. N. W. half N. distance eight miles, you will have sixteen fathom. When it bears S. S. W. half W. the high land of Lackey W. by S. and Masterland castle E. N. E. you will have eighteen fathom, with a kind of an oozy ground. The Trindles are a parcel of dangerous rocks which lie about N. E. and S. W. of the island Lessaw, and are dangerous in the night or thick weather, you will have five fathoms close to them, and then aground,

Thus show the Scaw when the Light-house bears S. W. by W. five or six miles.

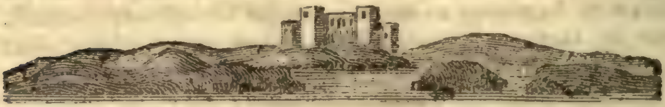


Masterland Castle, bearing E. half N. four or five leagues.



When it shows as in the draft last given, and is in one with the Round Hummock, it seems to stand on it, and will bear as above, then the Scaw light-house with the church will be in one, and will bear W. half S. with this mark S. which shows that you are in the Midchannell enough to shape your course for the Anout, and will clear the Trindles; but when Masterland shows, as in the drafts underneath, then the Scaw church will be open to the eastward of the light-house about a ship's length, these marks will lead you on the Trindles.

Masterland Castle N. E. by E.



The Wingo beacon stands at the entrance of Gottenborough, and makes like a sail, it is best to leave it on the starboard hand in going in. All King's ships must have pilots to go in here, though you know the place ever so well, and should be driven in with a gale of wind; yet, nevertheless, the Captain-Pilot, or the Captain of the Harbour, will insist on the pilotage, as has frequently proved the case with British ships. When we anchored there on the 29th of May 1761, we anchored in nine fathom fine muddy and good holding ground, the castle E. N. E. distance two miles of the Wingo beacon W. by S. half S. distance from the shore three-quarters of a mile.

The island of Lessaw is low, the south end is lower than the north end, there is a large barn on the south end; the church stands on the middle of the islands, the steeple is but a little above the body of the church, and shows like a roof of a house. Anchored off the Cattegatt in eighteen fathom, and in passing over that bank, the Cole S. 18° W. forty-three miles, we had ten fathom; the Wingo N. E. distance four leagues, thirty-six fathom; the south end of Lessaw island W. S. W. half W. five miles, the Cole N. E. four miles, fourteen fathom. When Elsinore castle bears S. half E. and Elsenburgh S. S. E. the Cole N. N. E. you have fourteen fathom good ground. Elsinore castle S. by E. Elsenburgh S. E. half S. the Cole N. half W. the west end of Zeeland W. by N. half N. you have fifteen fathoms. In the Cattegatt you have several banks of nine, ten, and eleven fathom in the fair way, and in several places you will meet with rocky ground to anchor in.

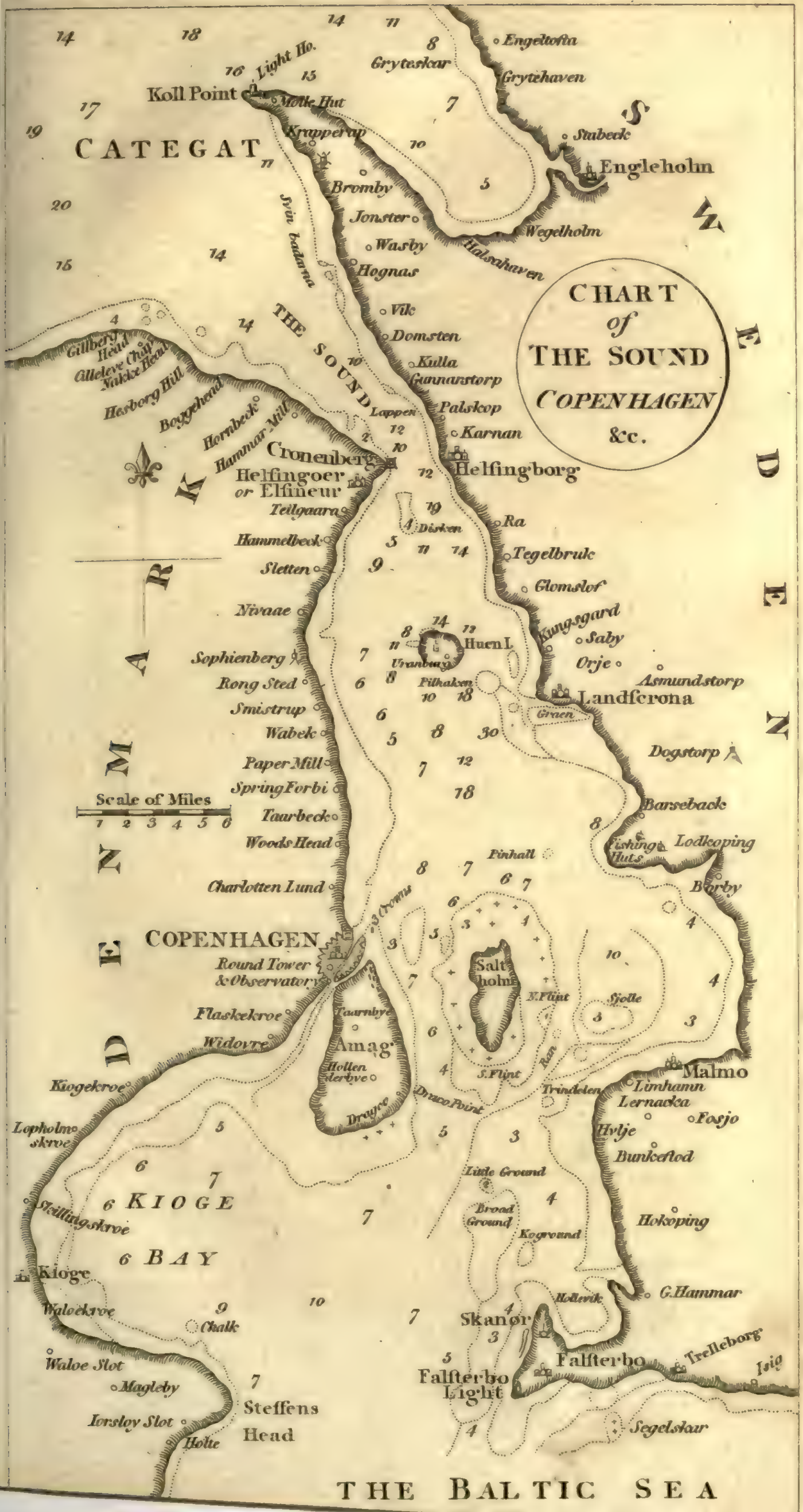


CHART of THE SOUND COPENHAGEN &c.
CATEGAT
THE SOUND
SWEDEN
DENMARK
KIOGE BAY
THE BALTIC SEA
Scale of Miles
1 2 3 4 5 6
Koll Point
Light Ho.
Molle Hut
Krapperup
Gryteskar
Engeltofta
Grytehaven
Stabeck
Engleholm
Bromby
Jonster
Wasby
Hognas
Wegelholm
Halsahaven
Svin badarna
Vik
Domsten
Kulla
Gunnarstorp
Palskop
Karnan
Lappen
Helfingborg
Gillberg Head
Gilleleve Chap.
Nakke Head
Hesborg Hill
Boggehead
Hornbeck
Hammar Mill
Cronenberg
Helfingoer or Elfineur
Teilgaara
Hammelbeck
Sletten
Nivaae
Sophienberg
Rong Sted
Smistrup
Wabek
Paper Mill
Spring Forbi
Taarbeck
Woods Head
Charlotten Lund
COPENHAGEN
Round Tower & Observatory
Flaskekroe
Widovre
Kiogekroe
Lopholm skroe
Skillingskroe
Kioge
Waloekroe
Chalk
Waloe Slot
Magleby
Iorsloy Slot
Holte
Steffens Head
Disken
Ra
Tegelbruk
Glomslof
Kungsgard
Saby
Orje
Huen I.
Uranburg
Pilhaken
Landfcrona
Graen
Asmundstorp
Dogstorp
Barseback
Fishing Huts
Lodkoping
Borby
Pinhall
3 Crowns
Salt holm
N. Flint
S. Flint
Sjolle
Rau
Malmo
Limhamn
Lernacka
Fosjo
Hvlje
Bunkeflod
Trindelen
Taarnbye
Amag
Hollenderbye
Dragoe
Draco Point
Little Ground
Broad Ground
Koground
Hokoping
G. Hammar
Hollerik
Skanør
Falfterbo
Falfterbo Light
Trelleborg
Isig
Segelskar
14 18 14 11 8 16 15 17 19 7 10 11 5 20 14 15 4 14 10 12 2 10 12 19 4 5 11 14 9 8 14 12 11 7 6 8 10 18 6 8 30 5 7 12 18 8 8 7 6 7 6 3 4 3 5 10 4 7 3 6 3 4 5 3 5 7 6 7 4 6 7 6 9 10 7 4 3 5 7 4

BRIEF ACCOUNT
OF THE CIVIL NAVAL HISTORY OF
GREAT BRITAIN.

THE insular situation of Great Britain is, doubtless, one of her chief securities from foreign invasion; and nature seems to have provided a natural barrier for her safety, in the formidable fosse with which it has surrounded her; so long, therefore, as she can keep her enemies from crossing it, she has nothing to apprehend or fear.

There is but one way, however, to prevent it, and prudence seems to have pointed it out to our ancestors in the earliest ages. Since, so far back as the reign of King Edgar, we read of his scouring and securing the coasts of this kingdom by his Fleet: his wise example was followed by many of his successors; and it is worthy of observation, in reading the English history, that those reigns wherein a proper attention was paid to the maintenance of a respectable sea force, are the most free from foreign insults, the most safe and prosperous for the people, and the most peaceable and happy for the Monarch.

Hardicanute, of the Danish line, who reigned in England about the year 1040, was particularly attentive to the strength of his navy, and had he not been succeeded by so very unfit a man for a great king, as Edward the Confessor, it is very probable that this realm had never been conquered by the Norman.

This bigotted weak prince, Edward, reigned twenty-four years, during which time no mention is made of his assembling his fleet, or paying any regard to its situation; his whole reign was a complication of absurdities, of meannesses, and of superstition, which we cannot help discovering, even glossed over as they are by his friends the Monkish historians; but as I am not writing a comment upon this reign, I shall pass it over with merely observing, that, when his successor Harold ascended the throne there was no navy in existence; and consequently, he had no power to prevent the King of Denmark first, and afterwards William the Norman, from invading his kingdom.

The valour, the conduct, and prudence of Harold, it is true, vanquished his first enemy, the Dane, whose army he defeated; and the routed soldiers flying to their ships (which were probably fastened to the shore), he took and destroyed the greater part of the fleet; thus he became master of some few ships, which he used his utmost endeavours to fit out and man, in order to oppose the passage of his Norman adversaries; knowing how very necessary it was to destroy them, if possible, before they landed to ravage his dominions. He found, however, insuperable difficulties in the execution of this intention; four and twenty years inactivity had caused his mariners to forget their occupation, and their officers how to direct them; many were dead, and others dispersed through the kingdom, where it was impossible to find, or assemble them in that haste which the exigence of his affairs required; the sequel need not be repeated, as it is well known to every one; I shall only remark upon it, that this conquest by the Normans must be solely attributed to the decline and total neglect of the navy in Edward the Confessor's time, owing to which the Britons were not in any condition to impede the passage of the invaders, or prevent their landing.

There is no passing over this period of the English history, however, without reflecting, with some surprise, at the entire loss of so large a kingdom, and the reduction of all the inhabitants to a sort of slavery, and yet only one battle to be fought for it, which was that of Hastings, in which Harold fell. The English were ever a warlike people, impatient of injuries, and therefore it is not a little extraordinary to see them submit so tamely to have their laws altered, their liberties overturned, and their possessions torn from them by the Conqueror, to reward his victorious Normans.

Yet, if it be true, which is related, that the abbot of St. Albans told William, it in some measure accounts for the want of heroes at that time, to endeavour saving their bleeding country; and conveys a proper lesson to future kings always to pay a due attention to their military establishments.

Too wise and too politic to neglect so necessary a part of the defence of his newly acquired kingdom as his navy, King William used the utmost expedition in recruiting, and putting it into a respectable condition; notwithstanding which, he was very near paying dear for that highly imprudent step of his, so much admired by some, of destroying his fleet as soon as he had landed, to intimate to his soldiers that they were to conquer or die. The King of Denmark taking the advantage, in the infancy of his reign, of his want of navy, sent a powerful fleet of 300 sail to invade his dominions, which accordingly entered the mouth of the Humber unmolested; William had but few ships to oppose them, but he had policy, and he made use of it; the Danish Admiral retired, bribed, it was thought, without effecting the revolution he had it undoubtedly in his power to have brought about, and by it, to have set the crown upon the head of his master.

William Rufus followed his father's wise example in paying great attention to his marine; he crossed the seas several times in his fleet, and once in particular, when he went to relieve Mayne in Normandy, then besieged, he made his pilots put to sea, though it was exceeding rough, and the wind contrary, asking, with great spirit, "Whether they had ever heard of a king's being drowned." His heroism was rewarded with the success it deserved, and he owed his success entirely to it, for he arrived to the relief of his city, at the very moment of time when it was upon the point of capitulating.

Henry succeeded, in whose reign nothing of consequence happened in sea affairs, except the loss of several ships in their return home from Normandy, with Prince William, the king's son, who was drowned, with 160 of the prime nobility.

Henry was followed by Stephen, in whose time the navy was neglected, and suffered to rot in the different ports of the kingdom; his reign was a continued series of intestine broils and misfortunes.

Henry II. paid constant regard to his maritime force, which he increased, and kept in excellent condition; by the assistance of his fleet he invaded France, conquered Ireland, and forced the Prince of Wales to come into the terms he prescribed to him.

Henry was the first English prince who laid claim to the sovereignty of the seas, and he looked upon it as the most honourable prerogative of his crown. He was succeeded by his son Richard I. surnamed Cœur de Lion; who, infected with the madness of that age, resolved to undertake an expedition to the Holy Land, for which end, his first care after he ascended the throne, was to fit out a powerful fleet, and with it sailed to Cyprus, which he reduced, as likewise several places belonging to the Saracens. This romantic expedition seems, however, to have been productive of the most dangerous consequences to his kingdom by his long absence, and by draining it of men and money. Richard, however, was a friend to the navy, and an encourager of seamen; he established the famous sea law known by the name of Oleron.

The reign of King John was too much engaged in civil wars and domestic animosities, for the navy to be much attended to; nevertheless, he made some wise and judicious regulations in it, and encouraged commerce.

In the midst of the contest between prerogative and liberty, Henry III. ascended the throne, he proved a weak and oppressive prince, as well as a violent encourager of foreigners, to the prejudice of his subjects; this, with other grievances, occasioned his whole reign to be a series of troubles and civil wars. He had neglected his marine so entirely, that he found it impossible a short time before his death, to fit out ships sufficient for transporting his army into Normandy.

Edward I. was one of the best and greatest kings that had ever filled the English throne; he made many wise laws and regulations, and greatly restored the declining state of the fleet, which assisted in completing the conquest of Wales, and in the numerous advantages gained by the English over the Scotch.

To him succeeded Edward II. his son, a prince degenerate, unworthy, weak, avaricious, and in all respects the reverse of his excellent father; he suffered his naval force to go intirely to decay, while his kingdom was rent by factions, and ruined by party.

Edward III. acted very differently, sensible of the necessity of keeping a strong fleet in readiness, he set himself in earnest to procure it. This wise conduct laid the basis of all his future glories, as it was the means, not only of securing his kingdom in his absence, but likewise gave him free entrance into any part of that of his enemy which he chose; he more than once commanded his fleet in person when it was engaged with the French, over whom he was always victorious; and particular in that memorable engagement off Sluys, in which the enemy lost 230 ships and 30,000 men, a victory full as important, though not so much celebrated, as that Edward afterwards gained at Cressy, since this secured to him the dominion of the sea, and quite broke the naval power of France for many years.

In the reign of his successor, Richard the Second, the navy was again neglected, and suffered to go to decay; the commerce of the subjects was ruined by pirates, and the sea coasts insulted by the French and the Scotch.

Henry IV. had too many intestine troubles to allow him to attend properly to the state of his fleet; he left it to his son Henry V. in little better condition than he found it.

One of the first uses which this great king made of the aids afforded by his people, was to refit and put his fleet in order, he added some new ships, and gave directions that his mariners should receive their pay with greater punctuality than before; yet after all, his maritime force was but in a weak condition, and the kingdom owed its security more to the French not having recovered the blow they received by the destruction of their whole naval force at Sluys, together with King Henry's carrying the war into their own dominions, than to any very extraordinary footing the navy was upon in this reign.

The long minority of Henry VI. followed the glorious reign of his father, and served as a contrast to it; this unfortunate prince had too many troubles during his whole long reign to allow him to apply those remedies which the declining state of his navy required, even if he had had a turn for military affairs, which he had not; the famous Earl of Warwick was appointed admiral of what few ships the king had, which he made subservient to his ends of dethroning his sovereign, and setting up the Duke of York, who succeeded by the name of Edward IV. and began his reign by repairing and augmenting his fleet, knowing that a strong marine force was his kingdom's greatest security as well as his own. It had the end he expected from it, and some years afterwards, when he found himself firmly seated upon his throne, he formed the gallant design of invading France, to recover the dominions which the English had lost there in the last reign; the powerful fleet he fitted out upon the occasion (historians say), amounted to 500 sail, with which, however, he did little more than oblige the French king to purchase peace, and convince the neighbouring nations that he knew the true interest of his kingdom, by keeping up a strong naval force to guard it from insults, as well as protect the commerce of his subjects, which he ever greatly encouraged.

Edward V. was a child, and reigned but two months, his uncle Richard III. succeeded; and notwithstanding the black and wicked character the Monkish historians have left of him, posterity have reason to think he was (on the whole) a wise and able prince; and yet (inconsistent as it may appear) Richard certainly lost his crown and life by his parsimony and folly, for having intelligence of the Earl of Richmond's designs and preparations to invade his kingdom, he ordered his fleet to block the Earl's ships up in Bretagne, and prevent their putting to sea; the Royal squadron performed this service so effectually, that the Earl ordered his ships to be unrigged and laid up, which King Richard being informed of, recalled his fleet, and out of frugality paid most of them off; this was the step the artful Richmond wanted, and he failed not to make advantage of it, by fitting his ships out, and putting to sea with the utmost expedition. As the Royal fleet was not ready to oppose his passage, he made a successful landing at Milford Haven in Wales, soon after which the battle of Bosworth ensued; which terminated the reign and life of Richard the Third.

Henry VII. was wise and politic, too conscious of the advantages arising from a formidable sea force to neglect it. Parsimonious as he is in general represented, there are no traces of it in his management and regulation of the naval department, as well as the great and princely encouragement he gave to able navigators; his long residence in Bretagne gave him opportunities of a more perfect knowledge in maritime affairs than any monarch Britain ever had, except Charles the Second. Many discoveries were made in this reign, particularly that of North America by Cabot; and had this Prince lived longer, he meditated the increase of his navy greatly both in size and number, but death stopped him short in this wise intention, in the twenty-third year of his reign; however he left the fleet in a much more flourishing and respectable condition than it had ever before been.

It is from this epoch that the first fixed establishment of the Royal Navy may be dated. Henry VIII. ascended the throne with every advantage an ambitious and luxurious prince could desire; he found his coffers overflowing with treasure, and his subjects most dutifully disposed to obey his will, even to the sacrifice of their religion and liberties to his royal caprice; the disposition of affairs in the different kingdoms upon the continent, all conspired to render Henry a great king, and such he undoubtedly was, and likewise a good one for the first twenty years of his reign, but the contrast between that and the remainder was certainly considerable, though foreign to the present purpose to comment on. Henry pursued his father's plan, by increasing and putting his sea force upon the most regular footing; he established a navy office, and appointed commissioners of it; he gave all imaginable encouragement to his sea officers, by increasing their salaries and appointments, being well convinced of their importance to the safety of his realm.

Commerce was increased to a pitch never before known in England, and numbers of ships were fitted out on discoveries both by the Government, and merchant adventurers; many sea engagements were fought likewise in this reign, which generally ended to the honour of our navy, and to the disgrace of that of the French. Henry was extremely tenacious of his own consequence, and the honour of the English flag, looking upon both to be so interwoven and connected together, as not to be separated; he used often to say, "No Englishman ought ever to receive laws from a foreigner;" and this he nobly adhered to when the Imperial fleet, consisting of 150 sail, joined the English squadron under Sir Thomas Howard, upon the expedition against France; the Emperor endeavoured as much as possible to have the supreme command center with his Admiral, but noble Henry was inflexible, and he gained his point, the Emperor being obliged to concede. By doing this he established a precedent for future ages, and the combined fleet put to sea under the command of Sir Thomas Howard, the English Admiral.

The observation has been already made, that the conquest of England by the Norman, was primarily owing to the total neglect of the navy in the reign of Edward the Confessor, and the future advantage of a contrary conduct in Henry must be taken notice of now; the great encouragement this king gave to seamen and maritime improvements, joined to his care and attention upon every occasion to increase his fleet, begat an eagerness and emulation in his best subjects to engage in a pursuit which they saw had the protection and countenance of their prince; this raised the sea service to an uncommon height of credit and reputation, and the more so, as he took care his Officers should have proper appointments befitting an opulent nation, without impoverishing their own private fortunes, when in foreign parts, to maintain the credit of their Sovereign and country. Henry himself experienced the good effect of this policy by becoming the arbiter of Europe, and his daughter, Queen Elizabeth, infinitely more; for by the excellent foundation the Navy was put upon in this reign, it gave an opportunity, by the continuance of the same order and discipline, to defeat that annoying armament the Spaniards had collected to make a conquest of her kingdom, and which her brave fleet happily prevented.

The amiable Prince that filled the throne next, was, unfortunately for his subjects, too short a time among them, to make any great improvements or additions to his naval strength; it is, however, certain that he took infinite pleasure in maritime affairs, and was a bountiful friend to seamen; of which the pension he granted Sebastian Cabot is an instance amongst many others.

The religion of Queen Mary, and the politics pursued, in consequence of that, and her marriage with the King of Spain, rendered her short reign, inauspicious, and full of troubles; a bowl set in motion runs forward for some time without a fresh force to impel it, so the wise and judicious regulation the navy was put under during the two preceding reigns, occasioned some little vigour and life still to appear in it while this Queen held the sceptre; which, fortunately for these kingdoms, she did not much above five years. Commerce during this period hung down her drooping head, cramped with the manacles she was bound with by Spanish treaties, and the Spanish union; our voyages to South America were not suffered to be pursued; and we were forced, however galling, to yield the pass to the Spaniards upon all occasions; to complete the ruin of trade, our new ally engaged us in an expensive and dangerous war with France, in the course of which we lost not only Calais, but also every foot of land we possessed in that kingdom: a disgrace bitter and afflicting in those days to the last degree; though now we happily know our own interest better, than to regret not having possessions upon the continent.

Queen Elizabeth certainly ascended the throne with great disadvantages and difficulties; out of which, however, she found means to extricate herself by her wisdom, and her extensive capacity. She found the navy in a much worse condition than it had been in for many years before: but one of her first cares was to establish it upon the same footing as in the time of her father, and to raise its reputation:

to this end she made a grand promotion of Sea Officers, and increased the pay of the common seamen; she was a constant encourager of merit wherever she found it, and promoted such an emulation amongst her subjects for discoveries and building ships, that the nation found the good effect of it afterwards, when a force was wanted to oppose the intended Spanish invasion.

The first list of the navy is dated in the year 1575, at which time the whole number of the Queen's ships was no more than twenty-four; the largest of which, the Triumph, carried near 1000 tons, and the smallest about sixty tons. In the year of the Armada (1588), we find the Lord High Admiral had thirty-four of her Majesty's ships with him, exclusive of those hired of the merchants; by which it may be seen proper care had been taken to increase the Royal Navy, as well as encouragement given to private adventures.

Blest with the advice of the ablest ministers the nation ever saw, Elizabeth had the prudence to follow their counsels; accordingly she made useful foreign alliances, she reformed the police, she examined the finances, and raised the revenue without burdening the industrious subject; in concert with her parliament, every means was used to put the Navy in the best order; and to show she had it much at heart, and that she gratefully remembered the services of her fleet, she, with infinite generosity, appropriated no less than 9000*l.* of her private revenue, a vast sum in those days, for the benefit of her marine. Happy age! when subjects were blest with opportunities of showing their zeal and devotion to the best of Princes, while their grateful Sovereign shewed her approbation of their services by the generous manner with which she rewarded them. This excellent and wise Queen died in the year 1603, at which time the Royal Navy consisted of forty-two ships great and small.

The spirit of adventure and sea achievements which possessed the nation in the last glorious reign, did not totally subside during the whole reign of King James; Sir W. Monson, who commanded the fleet, had served with much reputation in the Navy during the late reign; but his efforts to maintain the honour of his nation and of its flag, were not crowned with the success they deserved, owing to the pusillanimity and weakness of James; who, by his contemptible behaviour, rendered almost abortive every scheme to increase or support the national grandeur and reputation; pedantic, obstinate, and cowardly, he was the dupe of foreigners, and the scorn of that nation which he was chosen to govern. Insulted in the narrow seas by the mushroom commonwealth of the United Provinces, worried out of most of the West India trade by the French, the ships of the merchants plundered in the East Indies by the Portuguese; a dishonourable expedition against Algiers, undertaken at the instance of Gundomar, the Spanish Ambassador, against the advice and opinion of Sir W. Monson, and the most experienced Sea Officers; the massacre and ejectment of the English at Amboyna by the Dutch, without obtaining the least satisfaction for it; to say nothing of suffering the loss of the Palatinate, and the murder of that brave and excellent seaman Sir Walter Raleigh; are epochas that must ever be recollected in the most contemptible reign that ever disgraced the English annals.

It may easily be inferred, that a Prince with so very antimilitary a genius as James, and who could so meanly put up with the insults of foreigners, the murder of his subjects, and the despoiling them of their properties, could pay very little attention to warlike matters, or the state of his navy; as a proof of the total neglect of which, it may be sufficient to observe, that at the time of his death the whole number of men of war consisted but of ten sail, instead of forty-two, which he found at his accession.

(*To be continued.*)

ON THE MODE OF
IMPROVING THE NAVY.

[Continued from page 153.]

APPENDIX, No. V.

Letter from Mr. SNODGRASS to the ADMIRALTY BOARD, dated 13th February 1795.

MY LORDS,

I am informed that your Lordships have been impressed with an idea, that the East India Company having large ships built for their service is very prejudicial to the procuring large timber for the use of the Navy.

From the conviction of long experience, I am of a very different opinion, and am certain that if Government will attend to what I have stated, in answer to some questions put to me by the Commissioners of the Land Revenue, in the year 1791, which was published with their eleventh Report, and also to what I stated to a Committee of the House of Commons, in the year 1791, on the same subject; it will be the means of reducing the consumption of oak timber, and the expences of building and repairing the ships of the Navy *full one-third*, compared with what it has been during the reign of his present Majesty; and the timber saved thereby will be sufficient for the constant building and repairing the whole tonnage of large shipping required for the service of the East India Company.

And I further beg leave to observe, that if Government were at this time to order every old ship of war that requires a considerable repair to be put into dock, and to double their bottoms and top-sides, from keel to gunwale, with three-inch plank, and to strengthen them with as many iron ryders, standards, knees, &c. as may be found necessary, they may be got ready for sea in a short time, and at a very moderate expence, and those ships would then be as safe and as serviceable for years to come (even to cruise in winter seasons), as any ships now in his Majesty's service. This measure will obviate, at present, the necessity of contracting for building new ships for the Navy, which, at this sime, must be a very great extra expence, and attended with many other disadvantages obvious to every professional man. I have the honour to subscribe myself, with great consideration,

My Lords,
Your Lordships'
Most obedient humble servant,
GABL. SNODGRASS.

East India House,
13th February, 1795.

To the Right Honourable the Lords Commissioners
for executing the Office of Lord High Admiral of
Great Britain.

* * *

APPENDIX, No. VI.

Letter from Mr. SNODGRASS to the Society for the Improvement of Naval Architecture.

GENTLEMEN,

HAVING observed in a book published by Steel in the year 1785, that a great number of British ships of war had, within a few years, been *lost* or *foundered,* and that with many of them the whole crew perished.

From motives of humanity to my fellow-creatures, and with a view of doing good to the public, I am induced to submit to the inspection of your Society the accompanying model * of the midship part of a seventy-four gun ship. It was made from a drawing which I sent to the Commissioners of his Majesty's Land Revenue, with my answers to some questions they put to me in the year 1791, and which is published in their eleventh Report. The said questions, with my answers thereto, and a list of British ships of war lost or foundered, from the year 1775 to 1784, extracted from Steel's book, I beg leave to submit also to your perusal.

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* See Appendix, No. III. which faces page 227.

Since I gave my answers to the Commissioners of the Land Revenue as above mentioned, I am still more confirmed in my opinion, that if Government were to build ships of war agreeable to the plans I then recommended, there would be no danger of such ships *foundering at sea*; and were they also to follow the advice I have given in my said answers, I am persuaded it would be the means of reducing both the consumption of timber and also the expences of building and repairing the ships of the Navy, more than *one-third*, compared to what it has been during the reign of his present Majesty.

According to the statement of the Commissioners of his Majesty's Navy, as published in the aforesaid Report, page 26, it appears that the tonnage of ships built by contract, or purchased during the present reign, amounted to 256,656 tons, and of those built in his Majesty's dock-yards to *only* 131,852 tons, so that 124,804 tons have been built by contract, or purchased from the merchants, in the *above* period, *more* than were built in his Majesty's yards; it appears that the medium duration of the ships which compose the present Navy, taken one with another is only about eleven years and three-quarters.

From my long experience, I have no doubt that ships of war may be built to last eighteen years or longer, without requiring any material repairs, which would reduce the consumption of timber for the Navy full one-third. The annual saving from this, according to the statement of the Commissioners of the Land Revenue, would be 16,667 loads, the present annual supply required for the use of the Navy alone being 50,000 loads.

I with pleasure submit the whole of my proceedings in this business to your consideration, from a conviction that a Society, calculated for the express purpose of the advancement of Naval Architecture, is the only medium through which discoveries are likely to be investigated with candour, and submitted to the public with the remarks of men of the first ability, in the profession of navigating, as well as building ships: and under this idea, I flatter myself something may be done for the improvement of ships of the Royal Navy, and for the safety of those who navigate them; an object which, I trust, appears to me of the utmost importance in a country like England, whose *principal* and best defence is in the strength of her Navy.

I have the honour to be, Gentlemen,
Your most obedient humble servant,
(*Signed*) GABL. SNODGRASS.

March 1794.

APPENDIX, No. VII.

A List of Ships in the United East India Company's Service which have been lost, burnt, or captured, from the Season 1757 *to the Season* 1794, *both inclusive.*

Season.	No of ships sent out.	Ships' Names.	Where lost, &c.
1757	20	Stretham,	Wrecked in Bengal River.
1758	22	Denham,	Burnt in Bencoolen road, to prevent her falling into the hands of the French.
		Ajax,	Captured by the French.
		Griffin,	Wrecked at the Island of Zelo.
1759	20	Earl Temple,	Ditto to the southward of the Parrasells.
1760	18	- - - -	None lost.
1761	21	Walpole,	Captured by the French, outwards.
		Winchelsea,	Wrecked in Bengal River.
		Elizabeth,	Burnt at China.
1762	20	- - - -	None lost.
1763	27	Earl of Holderness,	Wrecked outwards, near the Downs.
1764	23	Falmouth,	Stranded on Sogar Bank, near Bengal.
		Albion,	Wrecked outwards, near the Downs.
1765	22	- - - -	None lost.
1766	25	Lord Clive,	Wrecked nine miles to the southward of Bologne.
		Earl Chatham,	Supposed to have foundered, as she was never heard of.
1767	27	- - - -	None lost.
1768	32	Lord Holland,	Wrecked coming out of Bengal River.
1769	30	Verelst,	Ditto near the Mauritius.
1770	31	- - - -	None lost.
1771	26	Duke of Albany,	Wrecked on the Long Sand, in Bengal River.
1772	25	Lord Mansfield,	Ditto in Bengal River.
		Huntingdon,	Ditto off Johanna.
		Royal Captain,	Ditto on the shoals off Pelawar.
1773	14	- - - -	None lost.
1774	15	- - - -	Ditto ditto.
1775	19	M. of Rockingham,	Wrecked on the coast of Coromandel.
1776	23	Valentine,	Wrecked near St. Isle de Merchands.
1777	21	Osterly,	Taken by the French, homeward bound.
		Colebrook,	Wrecked going into False Bay.
		Stafford,	Ditto coming out of Bengal River.
	481	*Carried forward.*	

Season.	No. of ships sent out.	Ships' Names.	Where lost, &c.
	481	*Brought forward.*	
1778	22	General Barker,	Wrecked on the coast of Holland.
		London, - -	Run down by the Russel man of war.
1779	25	Earl of Dartmouth,	Wrecked on the Carnicobar.
		Grosvenor, -	Ditto to the eastward of the Cape.
		Royal George, Hilsborough, Mountstuart, Gatton, - Godfrey, -	Taken by the Combined Fleets of France and Spain.
1780	21	Blandford, -	Taken by the French off Ganjam.
		Fortitude, -	Ditto by La Fine, French frigate.
		Earl of Hertford,	Wrecked in Madras roads.
		Hinchinbrook, -	Ditto in Bengal river.
		Major, - -	Burnt at Culpee.
		Duke of Athol,	Ditto in Madras roads.
		Fairford, -	Ditto in Bombay harbour.
1782	24	Duke of Kingston,	Ditto off Ceylon.
1783	13	- - - -	None lost.
1784	27	Halswell, -	Wrecked near Peverell Point.
1785	43	Mars, - -	Ditto in Margate roads.
1786	34	Hartwell, -	Ditto off Bonavista.
1787	31	- - - -	None lost.
1788	32	Vansittart, -	Wrecked in the Straits of Gasper.
1789	31	Foulis, - -	Not heard of since she sailed from Madras for Bencoolen on the 8th March 1791 (supposed burnt).
1790	25	- - - -	None lost.
1791	28	Winterton, -	Wrecked off Madagascar.
1792	43	Princess Royal, -	Taken by the French in the Straits of Sunda.
		Pigot, - -	Ditto by ditto at Bencoolen.
1793	46	- - - -	None lost.
1794	34	Triton, - -	Taken by the French in Bengal river.
	988	*Total.*	

APPENDIX, No. VIII.

Copy of a Letter from Captain LOWIS to Mr. SNODGRASS, respecting the Ship Woodcot, *July* 4, 1795.

SIR,

IN consequence of your request, that I would state to you the damage sustained by the Woodcot, in the hurricane she encountered on her last outward-bound passage, I shall, to the best of my recollection, relate the particulars.

On the 28th of April, being in latitude 15° 30′ south, longitude 70° east, the weather dark and squally, with a confused sea, the wind veering from E. S. E. to E. N. E. and increasing; at eight P. M. we wore ship to the northward, and at eleven laid her to under a mizen stay-sail, as it looked very unsettled; soon after midnight the hurricane came on with excessive violence, and the sea rose almost instantaneously to a tremendous height. In a very few minutes the mizen-mast went into three pieces, about eight feet above the poop, and the main and fore-top-masts almost at the same time. The ship then fell off in the trough of the sea, and rolled with such violence that it was with the utmost difficulty we could keep ourselves fast upon deck, and utterly impossible to make any attempt to get aloft to cut away the wreck of the top-masts. Soon after this the fore-mast went about twelve feet above the deck, and the main-mast by the board, almost immediately after. The sea was by this time breaking over the ship in all directions, so that it was with the utmost danger we got clear of the wreck of our masts. One heavy sea, in particular, came over our starboard gangway, broke the wheel, stove in the bulkheads of the cuddy and round-house, and nearly filled the cabins. Almost at the same time one of the dead-lights in the great cabin was stove in, by the wreck of one of the masts going astern, and the sea rushed in with such violence that it was with the greatest difficulty we could get it secured again; and, had the dead-lights not been fitted on the plan you have lately adopted, I have reason to think we never should have got it done. Your new doors for the quarter-galleries we found equally beneficial, as our galleries were both gone, and a heavy sea beating continually against the doors, which, upon the old plan, never would have stood. We now expected every minute that the ship would founder, as she rolled and strained in such a manner that we thought it impossible she would keep together. The sea broke over the poop almost continually, and we could not venture from under the poop-deck without the greatest danger of being washed overboard. Fortunately our tarpaulins were strongly battened down, our boats scuttled, and our booms secured in such a manner as gave us hopes of saving them if the ship outlived the storm.

Fortunately towards the day-light the hurricane began to abate, and soon after it fell little winds; but as it still looked threatening, we immediately set about securing and examining every thing we could; we found our larboard main-channel gone, and most of the bolts of the fore one started, our quarter-galleries shattered to pieces, and great part of the balcony-rail and carved work of the stern. Before we could get our decks cleared the hurricane came on again from the N. W. if possible, with greater violence than before; indeed we seemed to be quite in the vortex of a whirlwind, for the wreck of the bulk-heads, and even the heavy doors of the cuddy, were carried up as high as the poop, and thrown down upon the deck again with great violence. The spray of the sea was carried up in such quantities as to darken the air all round us; and, from the change of the wind, the sea made a dreadful breach over us. The whole frame of the ship seemed loosened, and the water forced in through every seam of her upper works, so that we had every reason to fear that she must have gone down, as it was with the utmost difficulty the people could stand at the pumps, from the heavy and continued rolling of the ship. Fortunately, in the evening, it again became moderate; but the sea continued so high it was impossible to do any thing with the ship. Next morning the weather was moderate and fair, we got a close-reefed mizen-top-sail set upon the stump of the fore-mast, and wore ship, and in the evening a top-gallant-mast up abaft; but the sea continued so high, and the motion so violent, we were afraid to cast loose our booms. The day following, the sea being more regular, we got up a jury fore-mast and main-mast, and proceeded to Madras, where the cargo was landed and the ship surveyed; and, to the surprise of every body, not one of the iron knees were found in the least strained, or a bolt broke; and, as I am certain they never can have a more severe trial, I am convinced they may be depended upon at all times. Indeed, during the Woodcot's first voyage, I had a sufficient proof of their goodness, as we met with a tiffoon in the Eastern Ocean which lasted three days; we afterwards beat round the Cape in the middle of winter, in most severe weather, and did not arrive in England until the middle of November; and, upon the whole, went through as much bad weather as most ships; and at that time you may remember the *iron* knees turned out equally well. I can therefore declare, as far as I can judge from the experience of three voyages, that iron knees answer every purpose of strength and security, and of course give great additional room for stowage. I shall be happy to give you any further information in my power upon this subject, and am, Sir,

Your obedient humble servant,

July 4, 1795. (*Signed*) N. Lowis.

NAVAL LITERATURE.

A TREATISE *on* PRACTICAL NAVIGATION *and* SEAMANSHIP; *with Remarks, Observations, and Directions for managing and conducting a Ship in all kinds of Weather, either under Sail or at Anchor, with many useful Hints and Remarks by way of Improvement to Navigation and to Navigators, in every Occurrence that can happen to a Ship at Sea or at anchor. Also a full and clear Description of the English Channel, with distinct and clear Directions for sailing down the Channel from the Downs westward; with particular Directions for a Ship coming from the Ocean, and entering the English Channel, as well as for sailing up the same to the Downs, both in fair and foul Weather; with whatever is necessary for the Seaman to know by way of Improvement; to make Ships and the Management of them, and also Navigation in general more perfect, and consequently less dangerous and destructive to Mens' Lives and Property, together with the Method the Author advised, and which was adopted in Cases of the greatest Distress at Sea in a violent Storm. By* William Nichelson, *Author of his Voyage to the East Indies in his Majesty's Ship Elizabeth, published in the Year* 1765. *To which is added an Appendix, containing Remarks on various Subjects, and on the particular Situation of the Centre of Gravity in a Ship, &c. &c.* Gilbert *and Co.* 1796. *Quarto. Pp.* 318. *Appendix* 24. *Price* 17*s.*

THIS book, the title page of which may serve as a table of contents, is of the most useful and valuable kind, it abounds with observations drawn from actual experience, and contains a variety of precepts founded on scientific knowledge, and real facts. The style is plain and unadorned, consequently it is more intelligible and better adapted to the use of the practical navigator; the directions for sailing up the British Channel are clear and concise, they appear extremely well calculated for the prevention of those mischiefs and disasters which are too frequently attendant on shipping, particularly in the quarter alluded to. The following account of the distress in which his Majesty's ship the Elizabeth was involved during part of the time in which the author himself was on board her, together with the circumstantial narrative of the means by which that unfortunate ship, together with the whole of her crew, were ultimately preserved, cannot fail of being extremely interesting, not only to every mariner, but to every well-wisher of the human race.

" Having given a particular and circumstantial account in my former publication, in our return from India, as far as relates to the navigating part (see page 109). I shall now proceed to give an account of the disasters that happened to the said ship (the Elizabeth) in our passage from India to the Cape of Good Hope, with a full description of the distress we were in, as well as the method and means by which the ship and men's lives were saved by the good conduct of the Officers and exertions of the ship's company, which tended greatly to their honour as British seamen, and I hope will be thought an example well worth the imitation of seamen in general.

" We sailed from Bombay in his Majesty's ship Elizabeth, the 16th of December 1763, and steered along the coast of Malabar in soundings from ten to forty fathoms, having moderate land, and sea breezes, fair weather, and smooth water. As I have given a very particular description of this coast in my former book, I shall therefore avoid saying any thing farther of it here, but only remark that the winds were more to the southward than I ever knew them, blowing mostly from E. S. E. to S. S. W. or W. S. W. very uncommon winds on this coast in December. On the 30th we joined Admiral Cornish, in his Majesty's ship Norfolk, in company with his Majesty's ships America and Chatham, off Callicut, from whence we took our departure, allowing its latitude 11° 21′ N. and longitude 75° 30′ E. from London, and sailed through the Nine Degree Channel with moderate winds in the N. E. quarter. From this time to the 31st of January 1764, nothing happened material, having had pleasant weather and fair winds during that time.

" The 31st January 1764, being in latitude 20° 46′ S. longitude made from Mosambique, 2° 11′ W. it bearing N. 20° E. distance 122 leagues, in company with the ships as before mentioned, from noon to midnight, had fresh gales from N. by E. round by the E. S. E. with rain and thick hazy weather, and a large sea from the N. N. E. and also a large sea from the S. E. which thwarted the N. E. sea, and made it run very high, so as to occasion the ship to labour very much and straining her, made her make much water. At one A. M. came on a hard gale of wind at S. E. with much rain, squalls, and thick hazy weather, one of the main-top-sail sheets gave way, which occasioned the sail to split, and it blew all away from the yard; took in the second reef of the fore-top-sail and handed it, lowered down the mizen-yard, reefed and balanced the mizen, and reefed the main-sail, the ship going under the fore-sail and mizen-stay-sail; got down the top-gallant-mast and mizen-top-sail-yard, and struck the mizen-top-mast, hauled up the fore-sail and reefed it, and lay the ship to under a reefed and ballanced mizen, and mizen-stay sail. At noon this day had very hard gales, with much rain and hazy weather, with a great sea from the S. E. and violent hard squalls; the ship strained and opened much in her upper works, and made so much water that she gained upon us with all the chain-pumps constantly going, and baleing at the fore-hatchway with buckets. No ship in sight but the Chatham.

" The 1st of February 1764, very hard gales of wind and dark cloudy hazy weather, with rain and violent hard squalls, and a great sea from the S. E. At P. M. the ship strained and laboured so much that all the brick work of the coppers and grates fell down; got in the jib-boom and sprit-sail-yard, handed the courses lowered down the main-yard, and hove four of our upper deck guns overboard to ease the ship. We had no lower-deck guns on board, and but eight on each side mounted on the upper deck. At eight P. M. all the chain-pumps constantly going, and baleing with buckets at all the hatchways; sometimes the water gained on the pumps notwithstanding our utmost endeavours. At twelve P. M. or midnight, found the water gained on the pumps, the ship having six feet eight inches of water in the hold, and the water still gaining on the pumps. It was by a consultation of the Captain and Officers, as our last result, or in other words, our last shift (the ship rolling and labouring so much when lying to, and making so much water as to gain one foot in half an hour, which greatly dismayed the ship's company), agreed to wear the ship, and scud under the goose-wing of the foresail on the other tack, to keep the wind on the starboard quarter, in order to bring the starboard side, which had been the lee side, as much out of the water as possible, by which means, and the ship having fresh way through the sea, we were in hopes she would make less water. We accordingly wore ship at twelve P. M. and scudded under the goose-wing of the fore-sail, by hauling aft the larboard sheet only, in order to ease the ship from rolling and labouring so much, found by scudding the ship she did not make so much water as in lying to. At four A. M. the same wind and weather, with a very great sea, the people employed pumping with all the pumps, and baleing at all the hatchways, and with great difficulty could but just keep the water from gaining upon the pumps. At six A. M. hauled our wind, and set the reefed fore-sail, with the mizen, the main and mizen-stay sails. At noon this day very strong gales of wind, and cloudy hazy weather, with a very high lofty hollow sea; the ship strained and opened very much in her upper works, and made so much water, that all the four chain-pumps were constantly employed, and the people baleing at all the hatchways, could but just keep the ship free. No ship in sight. No observation, latitude in account 19° 52′ S. longitude made from Mozambique 2° 17′ W. and it bore by our reckoning N. 24 E. distance 106 leagues."

"The 2d February 1764, we had strong gales with cloudy hazy weather, frequent hard squalls with rain, and a great sea from the S. S. E. the ship strained and opened in her upper works as before mentioned. In P. M. got down the main-top-sail yard, and struck the main top-mast, in order to ease the ship's upper works. At nine P. M. the ship rolled and laboured very much, the tiller broke in the rudder head, we shipped another tiller immediately. At six A. M. saw a sail on our weather quarter, bearing S. W. by W. the weather more moderate, set the double reefed fore-top-sail, and wore ship to the westward. At nine A. M. made the ship we saw in the morning, she proved to be his Majesty's ship the America, she bore S. W. distance four or five miles. A. M. employed in unrigging the main and mizen-top-masts, in order to get them down upon deck to ease the ship's upper works. At eleven A. M. wore ship and stood to the eastward, took in the third reef of the fore-top-sail, and handed it, got the main and mizen-top-masts down upon deck, got in jib-boom and sprit-sail-yard upon deck to ease the ship's bows and upper works, which strained and worked very much. At noon very fresh gales and cloudy hazy uncertain weather, with a great sea from the S. S. E. the America in sight bearing S. S. E. all the pumps constantly going and could but just keep the ship free. No observation, latitude in by account 19° 8′ S. longitude made from Mozambique 1° 55′ W. it bearing by our reckoning N. 24° distance eighty-nine leagues."

(*To be continued.*)

NAUTICAL ODES, *or* POETICAL SKETCHES, *designed to commemorate the Achievements of the British Navy. Quarto,* 160 *pages,* 14*s.* 1801. *E. and T. Williams.*

THIS work contains thirty-one odes and other pieces of poetry, all on nautical subjects, which, with very few exceptions, relate entirely to events which have taken place during the present war. Their style, though perhaps not rising into the highest sublimity or excellence, is far above mediocrity. To the poetical pieces just mentioned, are added six tales, in verse, very properly intended to inculcate the practice of virtue among the seamen, and reform their manners. The conclusive article is what the author very strangely and improperly styles an elegy on the much to be lamented death of that excellent Officer and truly good man, the late Honourable Samuel Barrington, Admiral of the White Squadron. The lines in question are not elegiac measure, but this is a small mistake extremely venial in, perhaps, a young poet; as a specimen we have inserted the thirty-first ode, and shall at some future period give a farther extract. To sum up our opinion in very few words, we highly commend the intentions and attempt of the author, fully pursuaded, that although he may not rival Homer in genius, he may at least equal Gay in mildness and benevolence.

ODE XXXI.

On the late unprecedented Imprisonment of British Seamen; the Northern Confederacy, to shut all the Harbours against the English, and supply their Enemies with Warlike Stores, &c. Addressed to the Inhabitants of Great Britain and Ireland.

BRITAIN, when from thy dearest shore
The bold ship parts, and tempts the main,
The brave confess affection's pow'r,
Or feel love's momentary pain,
What warrior leaves his native land,
But thinks as he forsakes the strand,
Of some fond relative, or faithful fair,
There left to Heaven, and his country's care.
Britain for thee, whose healthful air
In early infancy I breath'd,
To whose support, to whose kind care,
Parting, I all I lov'd bequeath'd,
While billows roll, or tempests blow,
For thee I boldly brave the foe,
In air while thy untarnish'd colours fly,
Resolved for thee to conquer or to die.

Thou gav'st me birth, on thee I fed,
Thy fruitful soil my wants supplied,
On thy green lap I laid my head,
Or climb'd some tow'ring mountain's side,
I saw thy silver surges round
With the rich sails of commerce crown'd,
And thought, when strength maturing years should lend,
My arms thy wide dominions should defend;
So when HOWE lower'd Gallia's pride,
Or when Spain own'd St. VINCENT's pow'r,
When DUNCAN Holland's courage tried,
Or NELSON charm'd the Egyptian shore,
His voice each British hero rais'd,
And sang, as Britain's worth he prais'd,
In air while thy untarnish'd colours fly,
Resolv'd for thee I'll conquer or I'll die.

When avarice all Amboyna [*] round,
  Her hands in British gore imbru'd,
When [†] Gallia gave the treach'rous wound,
  And stain'd the seas with British blood;
Or when imperious Spain of old,
Jealous of her ill-gotten gold,
Maim'd Albion's peaceful sons, who pray'd
To Heaven for mercy, and their friends for aid;
All that their country's name rever'd,
  Or valu'd honour's sacred name,
Indignant rose, in arms appear'd
  To vindicate their country's cause,
And round thy standard Britain press'd,
And sang the dictates of their breast,
In air while thy untarnish'd colours fly,
Resolv'd for thee we'll conquer or we'll die.

And shall the tyrants of the North,
  While ye in Europe's quarrels bleed,
Pour their vast stores profusely forth,
  To arm your ruthless foes or feed,
While you no friendly ports must know,
When surges swell or tempests blow;
While in dark cells your injur'd brothers laid,
Lift their cold hands, and feebly cry for aid;
No, the fair Isles' insulted sons
  All rush to arms in martial throngs,
Join hands athwart their massy guns,
  And vow t'avenge their brother's wrongs;
And Britain swear thy foes shall feel
Their just, their patriotic zeal,
In air while thy untarnish'd colours fly,
Resolv'd for thee to conquer or to die.

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[*] The cruelty of the Dutch in the island of Amboyna in the year 1623, is known to every one, when in order to get the spice trade into their own hands, they put several of the English factory to the torture, and to death, in a most barbarous and inhuman manner.

[†] At the commencement of the war before the last, several British vessels were wantonly attacked by the French in different parts of the world, some of the ships companies killed, and the vessels taken possession of before there was any public declaration of hostilities.

VICTORY OFF COPENHAGEN.

THIS is one of the most glorious and important events that has ever distinguished the Naval exploits of Britain. Our gallant Fleet has once more completely triumphed, and by its splendid achievement over the united force of *Denmark*, furnished another fair page to the bright annals of the British Navy.

Thus has that daring Confederacy been crushed, which was formed through envy of our maritime greatness, and justly received its death blow from that naval pre-eminence it meant to humble.

On the 15th of April CAPTAIN OTWAY, of the *London* man of war, arrived at the Admiralty, with dispatches from Admiral Sir HYDE PARKER, announcing this great event, not only the forcing of the Sound (which the Danes considered almost impracticable), but the capture and destruction of their line of defence before Copenhagen *.

The attack was made under the immediate direction of Lord NELSON, who volunteered his services on the occasion ; and, to use the words of Admiral PARKER, his Lordship's exertions, great as they had before been, never were carried to a higher pitch of zeal in his Country's cause. The obstacles which he and his brave companions in arms had to surmount were of the most formidable and tremendous description, but no effort of art, no advantage of nature, was capable of resisting the steady valour, the skill and judgment, so eminently displayed on this most glorious occasion.

Sir Hyde Parker, who, throughout the whole of this trying and critical affair, conducted himself with his wonted ability, tried prudence, and good courage, had judiciously moored his fleet off the harbour, to attack the remaining ships of the enemy, in case of a rejection of his demands. Thus will a severe but just lesson be taught to all our puny rivals, of the folly and imbecility of any attempt to dispute with Britain the Sovereignty of the Ocean, or the rights of the British Flag, upon the due maintenance of which depends in an eminent degree, the envied superiority which at present we enjoy. This happy event, concurring with the change of system effected in the politics of the Russian Court †, to frustrate one of the most material objects of the Government of France, we are fondly led to hail as the precursor of a speedy and honourable peace. The advantages which this country must necessarily derive from it, we have every reason to hope, will not be misapplied or abused; and if seriously converted to the purposes of Peace, success, we are persuaded, cannot long be doubtful.

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* See official account in an Extraordinary Gazette, pages 351, &c.

† A few days before this victory took place, died suddenly, at Petersburgh, the EMPEROR PAUL OF RUSSIA, though unknown at Copenhagen on the day of the engagement. This intelligence arrived in this country on the very day that

The following ORDERS were given for the ATTACK:

As Vice-Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the Enemy's floating-batteries and smaller vessels, lying between their two decked ships and hulks, the ships which are to be opposed to the floating batteries, &c. &c. will find their stations by observing the stations of the ships to be opposed to the two-decked ships and hulks.

we received the news of the victory over the Danes, and was communicated by M. Smirnhoff, the Chaplain of the late Russian Ambassador, to Lord Hawkesbury. The Emperor died on the 12th of March, O. S. which answers to the 23d ult. The new Emperor Alexander is said to have written a letter in the Russian language to his Britannic Majesty, expressive of his desire to renew the ancient treaties and friendship which subsisted between the two kingdoms. The following Ukase or Proclamation was also issued:

COPY OF THE PROCLAMATION OF THE NEW EMPEROR OF RUSSIA ON HIS ACCESSION TO THE THRONE.

"WE, by the Grace of God, Alexander the First, Emperor and Autocrator of all the Russias, &c. &c. declare to all our faithful subjects.

"It has pleased the decrees of the Almighty to shorten the life of our beloved Parent Sovereign Emperor Paul Petrovitz, who died suddenly by an apoplectic stroke, at night between the 11th and 12th day of this month. We on receiving the Hereditary Imperial Throne of all the Russias, do receive also at the same time the obligation to govern the People committed unto us by the Almighty, according to the Laws and the heart of her who rests in God, our most august Grand-Mother Sovereign Empress Catherine the Great, whose memory will be dear for ever to us, and the whole country. Following the steps of her wise intentions, we hope to arrive at the object of carrying Russia to the summit of glory, and to procure an uninterrupted happiness to all our faithful subjects, whom we do hereby invite to seal their fidelity to us by the oath, before the face of all-seeing God, whose assistance we implore to grant us power to support the weight now resting upon us.

"Given at St. Petersburgh, the 12th March, O. S. 1801.

"ALEXANDER."

This event is undoubtedly important in the highest degree to the interests of this Country. The violence of Paul was the soul of the Northern Confederacy, and Denmark, in particular, was in the last instance almost compelled into decisive measures by the menaces of her powerful Ally. This compulsion is withdrawn; and if the politics of the new Sovereign of Russia lead him, as the above information supposes, to a renewal of the amity which subsisted between England and his dominions, generosity may induce him to become the mediator for the powers who were involved in war by the influence or instigation of the Court of Petersburgh. Hence arises a new facility for the arrangement of a dispute, which a few days ago seemed the most perplexing of all the difficulties which embarrassed the negotiation of peace.

LINE OF BATTLE.

These ships are to fire in passing on to their stations.
Edgar,
Ardent,
Glatton,
Isis,
Agamemnon *,
Are to lead in succession.

The Edgar to anchor abreast of No. 5, (a sixty-four gun ship, hulk). The Ardent to pass the Edgar, and anchor abreast of No. 6 and 7. The Glatton to pass the Ardent, and anchor abreast of No. 9, (a sixty-four gun ship, hulk). The Isis to anchor abreast of No. 2, (a sixty-four gun ship, hulk). The Agamemnon to anchor abreast of No. 1.

Bellona *,
Elephant,
Ganges,
Monarch,
Defiance,
Russel *,
Polyphemus,
To take their station and anchor as is prescribed by the following arrangement.

MEMORANDUM.—No. 1, begins with the Enemy's first ship to the southward.

No.	Rate.	Supposed No. of guns mounted on one side.	Station of the Line, as they are to anchor and engage.
1	74	28	Agamemnon *. Desirée is to follow Agamemnon, and rake No. 2.
2	64	26	Isis.
3	Low floating batteries ship rigged, rather lay within the line,	10	It is hoped the Desirée's fire will not only rake No. 1. but also rake these two floatingbatteries. Capt. Rose is to place the 6 gun-brigs so as to rake them also.
4		10	
5	64	27	Edgar.
6	Pontoon,	10	Ardent.
7	Frigate hulk,	12	
8	Small—no guns visible		Glatton.
9	64	30	
10	Ship gun-boat, of 22 guns,	11	Bellona *, to give her attention to support the Glatton.
11	Pontoons, or	12	
12	Floating batteries,	9	
13	74	36	Elephant.
14	Pontoons, or	12	Ganges.
15	Floating batteries	12	
16	64	30	Monarch.
17	64	30	Defiance.
18	64	30	Russell *.
19	64	30	Polyphemus.
20	A small ship, supposed a bomb,	11	

Ships marked thus (*) were not in action, being on shore, though, from their situation, they were exposed to the enemy's fire.

The six gun-boats Capt. Rose is to place with the Jamaica, to make a raking fire upon No. 1. The gun-boats, it is presumed, may get far enough a-stern of No. 1, to take Nos. 3 and 4, and Capt. Rose is to advance with the ship and vessels, under his orders, to the Northward, as he may perceive the British fire to cease, where he is first stationed.

Nos. 1, 2, 3, and 4, being subdued, which is expected to happen at an early period, the Isis and Agamemnon are to cut their cables, and immediately make sail and take their station ahead of the Polyphemus, in order to support that part of the line. One flat boat manned and armed, is to remain upon the off side of each line of battle ship. The remaining flat-boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker under the command of the First Lieutenant of the London, are to keep as near to the Elephant as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson.

The four launches with anchors and cables, which will be sent by Admiral Sir Hyde Parker under the command of a Lieutenant of the London, to be as near to the Elephant as possible, out of the line of fire, ready to receive orders from Vice-Admiral Lord Nelson.

The Alcmene, Blanche, Arrow, Dart, Zephyr, and Otter fireships, are to proceed under the orders of Capt. Riou of the Amazon, to perform such service as he is directed by Lord Nelson.

The Agamemnon could not weather the shoal, and was not in action. The Polyphemus could not get farther than No. 1, so that Nos. 14, 15, 16, 17, 18, 19, and 20, were opposed to the Elephant, Ganges, Monarch, Amazon, Blanche, Alcmene, and Arrow; added to which there were two batteries on shore, one mounting 36 brass twenty four-pounders, and four mortars, the other 52 brass twenty-four pounders.

The following are authentic Copies of the Correspondence which passed between Lord Nelson and the Prince Royal of Denmark, on the 2d instant, immediately on the former finding the Danish ships and batteries entirely within his power:

No. I.

Lord Nelson has directions to spare Denmark, when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set on fire all the floating batteries he has taken, without having the power of saving the brave Danes who have defended them.

Dated on board his Majesty's ship Elephant, Copenhagen Roads,
April 2, 1801.

(Signed) Nelson and Bronte.
Vice-Admiral under command of Admiral
Sir Hyde Parker.

To the Brothers of Englishmen, the Danes.

No. II.

His Royal Highness the Prince Royal of Denmark has sent me, General Adjutant Lindholm, on board to his Britannic Majesty's

Vice Admiral, the Right Hon. Lord Nelson, to ask the particular object of sending the flag of truce.

No. III.

Lord NELSON'S ANSWER.

Lord Nelson's object in sending the flag of truce, was humanity! he therefore consents that hostilities shall cease,, and that the wounded Danes may be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes, as he shall think fit.

Lord Nelson, with humble duty to his Royal Highness the Prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy Reconciliation and Union between his own most gracious Sovereign, and his Majesty the King of Denmark.

(Signed) NELSON and BRONTE.

On board his Majesty's ship Elephant,
Copenhagen Roads, April 2, 1801.

CORRECT PARTICULARS OF THE ACTION.

Extract of a Letter from on board the Ganges, off Copenhagen, dated April 4th.

"In my last, of the 30th March, I informed you of the intention of the Fleet to pass Elsineur Castle the first fair wind: it came that very day. We weighed anchor, formed the line, and stood past it with all sail set: during the time we were passing, a very great fire was kept up by the enemy, but not one of our ships received a shot. The Swedes, very fortunately, did not engage us at all: we were not above a mile from their guns, as we kept their shore on board, to be out of the Danes' gun-shot; in the mean time we had several bomb-ships firing on their town; the shells which they fired killed 160 people ashore at Elsineur.

"The whole fleet soon came to anchor off Copenhagen, and immediately after Sir Hyde Parker, Lord Nelson, Captain Freemantle, Col. Stewart, and the Captain of the Fleet, all went in a lugger to reconnoitre the enemy's force here; they soon opened a heavy fire on them, but they persevered sounding, &c. till they were satisfied, and then came away.

"On the 31st of March we weighed, and stood close in. On the 1st of April, Lord Nelson having found out a new channel, by which he could come on the enemy with more advantage, the ships that were ordered to put themselves immediately under his command, weighed and stood through the new found channel, and a very intricate one it is; in the afternoon we anchored within reach of the shells of the enemy, which, you may be assured, we were not looking for. They fired on us some part of the night, without doing any damage—several fell very near us.

" I now have to recount to you the particulars of the action fought so gloriously on the 2d of April, under the command of Sir Hyde Parker, though more directly under the valiant Nelson, whose flag was flying on board the *Elephant,* of 74 guns, in the center of the line engaged. I believe for the want of water, nearly one half of the line of battle ships were not able to go the way we did to get upon the enemy, but were, however, to come up the common channel, by which they would have joined us. The channel forms nearly a crescent, and, consequently, the wind that was fair for us under Lord Nelson, who were at one end of this channel, must be contrary for the ships under Sir Hyde Parker at the other. Every thing possible, apparently, was done by that squadron to make a junction; but the engagement, which lasted three hours and a half, with the victory achieved, was finished just at the time I supposed them one gun-shot and a half from the enemy.

" As I apprehend you would wish for the particulars, I shall give them, with the occurrences, as nearly as possible. I had a watch about me all the time, and was stationed on the poop. A. M. 10h. 20m. answered the signal to weigh, and at 10h. 50m. the *Edgar* being the leading ship of the line, received from, and immediately opened a brisk fire on the enemy. At 11h. the *Elephant,* Vice-Admiral Nelson, passed us in the line of battle; weighed anchor and stood after her, being stationed next ship to the Admiral. At 11h. 15m. opened our fire on the enemy; observed the *Bellona* and *Isis* aground. At 11h. 25m. passed the Admiral, who hailed and desired us to bring to close ahead of him; let go the stern anchor; wind right aft during the time the line was inverting, by which the headmost became the sternmost ship, to anchor; a very heavy fire was carried on both by the enemy and us; but when every ship had anchored in her station, it became most astonishingly so.

" About five minutes before we anchored, our Master was killed, and the Pilot almost so, by one shot. At 1h. 20m. P. M. Admiral Nelson sent an officer on board, to say the Danish Admiral had struck; at this time, as at several others, three cheers were given; the Danish

Admiral was supposed to be nearly abreast of the *Elephant*, at the distance of half a mile, we ahead of the *Elephant*, and the *Monarch* next ahead of us. 1h. 50m. observed four of the enemy's vessels with their colours struck, another sinking, that soon went down, and one on fire, which afterwards blew up; crew saved. At about 2h. 20m. the enemy very visibly decreased their fire, only two or three being engaged, and those not near us. I observed several boats boarding to take possession of the ships that had struck.

"At three o'clock the Admiral weighed, or cut, and passed us; cut away our stern anchor, and made sail after the Admiral—the fleet in general at this time moved off to another anchorage. The very formidable fort of the Crown, and several others along shore, were firing at the fleet all the latter part of the engagement. The *Bellona* and *Isis* were ashore, within gun-shot of the enemy, the whole time, the *Russell* and *Agamemnon*, two of our squadron, ashore, clear of the enemy's shot. In coming out, the *Elephant*, the *Defiance*, and *Ardent*, got ashore, the marks having been all taken up by the enemy, in a very difficult channel. They are now all off, and joined Sir Hyde Parker again.

"Soon after the action, flags of truce passed between us. Lord Nelson yesterday went ashore to Copenhagen—as we were all under a truce—and had an audience with the Danish Monarch *.

"The enemy's ships were moored in a line of great extent along the channel, and it was thought by the Danes to be impossible to take or pass them.

"The loss on board our squadron is very considerable: but nothing to be compared with that of the enemy. I hear that some of their ships were manned two or three times. They do not know how many people they had, as they were fairly forced out of the streets of Copenhagen, and put on board. We have had no proper returns yet; but I have sent you a list of the prizes. We were the luckiest line of battle ship in the action in our loss of men, but are most shockingly cut up in masts and rigging. Lord Nelson never knew, he says, such a ship in his life; her sides in a constant blaze with firing, and the men at the same time always a cheering. I have only to say, our prizes being chiefly hulks, and their hulls most marvelously shot to pieces, we shall be obliged to destroy the most of them; but there are eleven fine new seventy fours in the harbour, which we must soon have. We likewise expect to meet the Russian Fleet very soon, and have no doubt of serving them as we have done the Danes.——There were 23 sail engaged, 18 of which we completely conquered in the short space of time mentioned."

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* See the Armistice concluded between Admiral Sir Hyde Parker and Admiral Lord Nelson on the one part, and the Prince Royal of Denmark on the other for the Danish Monarch, page 357.

LIST OF DANISH SHIPS TAKEN.

Ships.	*Guns.*	*Ships.*	*Guns.*
Wagner	50	Shark	28
Albestein	64	Charlotte Amelia	96
Rensberg	34	Holstein	64
Jutland	50	Sea Horse	20
Cronenberg	26	Provesteen	64
Sperseris	18		

1 sunk, 1 burnt.——Since also, 1 sunk, 1 burnt, 1 destroyed, aground, names unknown.

DANISH ACCOUNT OF THE ENGAGEMENT.

THE following is the Official Account of the late naval engagement, transmitted to his Royal Highness the CROWN PRINCE, by the Commander in Chief, Olfert Fischer:—

"On the 1st of April, at half past three in the afternoon, two divisions of the English fleet, under the command of Vice-Admiral Lord Nelson and a Rear-Admiral, weighed anchor, and stood eastwards and by south of the middle passage of the road, where they anchored. This force consisted of twelve ships of the line, and several large frigates, gun-boats, and other smaller vessels, in all thirty-one sail.

"On the 2d of April, at three quarters past nine in the morning the wind S. E. both the vessels to the south, and the vessels to the north of the middle road, weighed anchor. The ships of the line and heavy frigates under Lord Nelson steered for the Konigstiefe, to take their station in order along the line of defence confided to me. The gun-boats and small vessels took their station nearer to the town, and the division of Admiral Parker, consisting of eight ships of the line and some small vessels, steered with a press of sail southwards to the right wing of defence.

"At half past ten, the foremost ships of Admiral Nelson's division passed the southernmost ships of the line of defence. I gave those ships that were within shot the signal for battle. The block ships Provesteen and Wagner, and immediately after these the Jutland, between which, and the block ship Dannebrog, the leading English ship (of 74 guns), fixed her station by throwing out one of her rear anchors, obeyed the signal by a well-directed and well-supported fire, By degrees, the rest of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northwards to the ship of the line, the Zealand, engaged not more than two-thirds of the line of defence committed to me; while the Three Crowns battery, and the block ships Elephant and Mars, with the frigate Hielperen, did not come at all into the action.

"In half an hour the battle was general. Ten ships of the line, among which was one of eighty guns, the rest chiefly seventy-four's, and from six to eight frigates, on the one side. On the other, seven block ships, of which only one of seventy-four guns; the rest of sixty-four and under, two frigates, and six small vessels. This was the respective strength of the two parties. The enemy had on the whole two ships to one, and the block ship Provesteen had, besides a ship of the line, and the Rear-Admiral, two frigates against her, by which she was raked the whole time, without being able to return a shot.

"If I only recapitulate historically what your Highness, and along with you a great portion of the citizens of Denmark and Europe, have seen, I may venture to call that an unequal combat, which was maintained and supported for four hours and a half with unexampled courage and effect, in which the fire of the superior force was so much weakened for an hour before the end of the battle, that several English ships, and particularly Lord Nelson's, were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore to propose a cessation of hostilities; if I add, that it was announced to me that two English ships of the line had struck, but being supported by the assistance of fresh ships, again hoisted their flags; I may in such circumstances, be permitted to say, and I believe I may appeal to the enemy's own confession, that in this engagement Denmark's ancient naval reputation blazed forth with such incredible splendour, that I thank Heaven all Europe are the witnesses of it.

"Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded by the enemy, the incomparable Provesteen, fought till almost all her guns were dismounted. But these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line from north to south.

"At half past eleven, the Dannebrog ship of the line, which lay alongside Admiral Nelson, was set on fire. I repaired with my flag on board the Holstein, of the line, belonging to the north wing. But the Dannebrog long kept her flag flying in spite of this disaster. At the end of the battle she had two hundred and seventy men killed and wounded.

" At half past two, the Holstein was so shattered, and had so many killed and wounded, and so many guns dismounted, that I then carried the pennant to be hoisted, instead of my flag, and went on shore to the battery of the Three Crowns, from which I commanded the north wing, which was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

" Thus the quarter of the line of defence from the Three Crowns to the frigate Hielperen, was in the power of the enemy, and the Hielperen thus finding herself alone, slipped her cables and steered to Stirbſen. The ship Elwen, after she had received many shots in the hull, and had her masts and rigging shot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats Nyburg and Aggershuns, which last towed the former away, when near sinking, ran ashore; and the Gernershe floating battery, which had suffered much, together with the block ship Dannebrog, shortly after the battle, blew up.

" Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory, too, consists merely in ships which are not fit for use, in spiked cannon, and gunpowder damaged by sea water.

" The number of killed and wounded cannot yet be exactly ascertained; but I calculate it from 16 to 1800 men. Among the former it is with grief that I mention the Captains of the block ship Indosforetten, and the frigate Cronburg, Captain Thara, and First Lieutenant Hauch, with several other brave Officers. Among the wounded, the Commander of the Dannebrog, who, besides other wounds, has lost his right hand.

" I want expressions to do justice to the unexampled courage of the Officers and crews. The battle itself can only enable you to form an idea of it.

(Signed) " OLFERT FISCHER."

Gazette Letters.

ADMIRALTY-OFFICE, MARCH 14.

Copy of a letter from the Hon. Captain C. Herbert, Commander of his Majesty's ship Amelia, to the Earl of St. Vincent, K. B. &c. dated at sea, the 5th of February.

MY LORD,

I have the honour to inform your Lordship, that two hours ago, I captured the French brig privateer La Juste, of St. Maloes, but last from L'Orient, armed with fourteen guns and seventy-eight men, commanded by Jean Pierre Charlet, had been out thirty days, and captured nothing; the night being very dark, and the weather being very thick, we did not see her till she was close to us, and she did not discover us till she was on board of us, by which she carried away her fore-mast and bowsprit. I have the honour to be, &c.

C. HERBERT.

ADMIRALTY-OFFICE, MARCH 17.

Copy of a letter from Archibald Dickson, Esq. Admiral of the Blue, to Evan Nepean, Esq. dated at Yarmouth, the 16th inst.

SIR,

Be pleased to acquaint my Lords Commissioners of the Admiralty of the arrival of his Majesty's sloop Favourite, having brought in with her L'Optimiste, French schooner privateer, of 14 guns and forty-seven men, which she captured, after a short chase, on the 12th inst. I enclose, for their Lordships' information, Captain Westbeach's letter to me on the subject; and am, Sir, &c. &c.

ARCH. DICKSON.

SIR, *Favourite, at sea, March 13, 1801.*

I beg leave to acquaint you, that at half past ten yesterday morning I chased a lugger from under Scarborough, and continued so till ten P. M. when I lost sight of her; I then saw a sail to windward, to which I also gave chase, and captured; she proves to be L'Optimiste French schooner privateer, of Dunkirk (sailed from thence seven days), mounting fourteen carriage guns, manned with forty-seven men, commanded by Jean Baptiste Corenwinder.

Admiral Dickson, &c. J. WESTBEACH.

Extract of a letter from Lord Viscount Garlies, Captain of his Majesty's ship the Hussar, to Evan Nepean, Esq. dated Cove of Cork, the 11th inst.

In latitude 34 deg. N. long. 25 deg. W. I captured the French schooner privateer and letter of marque Le General Bessieres, pierced for fourteen guns, armed with four, and six swivels, and manned with twenty-four men; from Bourdeaux bound to St. Domingo.

ADMIRALTY-OFFICE, MARCH 24.

Copy of a letter from Admiral Lord Gardner, Commander in Chief of his Majesty's ships and vessels on the coast of Ireland, to Evan Nepean, Esq. dated at Cork the 8th instant.

SIR,

I am to desire you will please to acquaint the Lords Commissioners of the Admiralty, that his Majesty's ship Dryad arrived here this morning; and enclosed I transmit you, for their Lordships' information, a copy of a letter just received from Captain Mansfield, of this date, giving an account of his having captured the French privateer ship Le Premier Consul, pierced for twenty-four guns, 150 men. She is quite new, and would make a good sloop of war. I am, &c.

GARDNER.

MY LORD, *Dryad, Cork Harbour, 8th of March.*

I have the honour to inform your Lordship, on the 5th March, after a chase of three hours, in latitude fifty deg. six min. north, longitude twelve deg. west, I fell in with and captured the French privateer ship Le Premier Consul, mounting fourteen nine-pounders, but pierced for twenty-four, 150 men, from St. Maloes, out twenty-one days, she is quite new, and on her first cruise; had captured a Portuguese schooner from Lisbon bound to Ireland, a few days before. I have the honour to be, &c.

C. J. M. MANSFIELD.

Lord Gardner.

Copy of a letter from Captain Rogers, of his Majesty's ship Mercury, to Evan Nepean, Esq. dated Port Mahon, 16th of January.

SIR,

I beg leave to enclose to you, for their Lordships' information, in the absence of the Commander in Chief, a copy of my letter to Captain Dixon, of his Majesty's ship Genereux, stating the capture of a convoy of the enemy's ships and vessels by his Majesty's ship under my command. I have the honour to be, &c. THOMAS ROGERS.

SIR, *Mercury, of Minorca, Jan. 15.*

I have the pleasure to acquaint you, that on the 6th instant, cruising agreeably to your orders, I fell in with a convoy of about twenty sail of the enemy, from Cette bound to Marseilles, and from the activity and exertions of the Officers and men employed in the boats, the weather being nearly calm, I had the good fortune to capture and secure fifteen of them, as per margin *, without any loss of men, very little resistance being made by the vessels, their escort, consisting of gunboats, having fled upon the Mercury's approach.

The prizes are all deeply laden with brandy, sugar, corn, wine, oil, and other merchandise; and I have the satisfaction to add they are safe arrived at Port Mahon. I am Sir, &c.

THOMAS ROGERS.

To Manley Dixon, Esq.

Copy of another letter from Captain Rogers, of his Majesty's ship Mercury, to Evan Nepean, Esq. dated Port Mahon, the 22d January 1801.

SIR,

In the absence of the Commander in Chief, I beg to enclose to you for their Lordships' information, a copy of my letter, of this date, to Captain Dixon, of his Majesty's ship Genereux (whose orders I am under, and who is also absent), stating the capture of La Sans Pareille French national corvette, by his Majesty's ship under my command. I have the honour to be, &c. THOMAS ROGERS.

SIR, *Mercury, off Port Mahon, 22d of January,* 1801.

I put to sea agreeably to my intention, signified to you in my letter of the 17th instant, the moment our prizes were moored in safety, which was on the morning of the 19th, the day following I fell in with a ship (the island of Sardinia bearing E. S. E. forty leagues), which I soon discovered to be an enemy; and after a chase of nine hours, blowing very fresh, I had the satisfaction to come up with and capture; she is called La Sans Pareille, French national corvette, commanded by Citoyen Gabriel Renault, Lieutenant de Vaisseau, mounting eighteen long brass nine-pounders and two howitzers, and having on board a complement of fifteen men; she sailed from Toulon the day before her capture, and was bound to Alexandria, in Egypt, quite laden with shot, arms, medicines, and supplies of every kind for the French army, and is as complete a vessel in every respect as I have seen, being quite new, and well found with stores of every description. I am, &c.

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* Two ships, four brigs, three bombards, two settees, and four tartans.

To Manley Dixon, Esq. THOMAS ROGERS.

Copy of a letter from Lieutenant James Mein, commanding his Majesty's schooner Netley, to Evan Nepean, Esq. dated river Tagus, 26th of February, 1801.

SIR,

I beg leave to enclose, for the information of my Lords Commissioners of the Admiralty, the copies of two letters addressed to Admiral Lord Keith. I am, &c. JAMES MEIN.

MY LORD, *Netley, River Tagus, Feb.* 26.

I beg leave to inform your Lordship of his Majesty's schooner under my command, having on the 9th instant, ten leagues S. W. off Oporto, captured the Spanish lugger privateer St. Francisco la Paula, armed with two carriage guns, four swivels, and manned with thirty-one men. I am, &c.

Lord Keith, K. B. &c. JAMES MEIN.

MY LORD, *Netley, River Tagus, Feb.* 26.

I have the honour to inform your Lordship, of his Majesty's schooner Netley, under my command, having on the 11th instant, eight leagues S. W. of Oporto, captured the Spanish privateer schooner St. Joseph, alias El Beloz, Don Juan Antonio de Amaza, commander, a new vessel, pierced for fourteen guns, but had when taken only four mounted, six swivels, and manned with forty-four men. Having received information from English prisoners on board her, that several ships of the convoy from England had been taken the preceding day, I manned the prize schooner, and ordered Mr. Buchan, master of the Netley, to proceed on board and go in chase of two strange sail bearing west, whilst the Netley went in pursuit of three others to the northward; the first vessel we came up with proved to be a brig from Southampton, taken the day before by a Spanish privateer; the next also proved a captured brig from London, on board of which I sent a boat with a Midshipman and six men, and gave chase to the third vessel (a lugger), who was drove on shore six leagues to the southward of Oporto. I have every hope of her being destroyed, as there was much surf on the beach at the time. I am, my Lord, &c.

Lord Keith, K. B. &c. JAMES MEIN.

ADMIRALTY-OFFICE, MARCH 31.

Copy of a letter from Admiral Lutwidge, Commander in Chief of his Majesty's ships and vessels in the Downs, to Evan Nepean, Esq. dated the 29th of March.

SIR,

I have the satisfaction to enclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Captain Cotgrave, of his Majesty's sloop Gannet, giving me an account of his having last night captured the French privateer La Vengeance, of fourteen guns and forty-three men, belonging to Boulogne. I am, &c. SKEFF. LUTWIDGE.

SIR, *Gannet, Downs, March 29.*

I beg leave to acquaint you, that yesterday, at half past eight P. M. I discovered a lugger close in with Dungeness, to which I immediately gave chase, and have the pleasure to inform you, that at half past eleven I came up with and captured her close in with the French shore; she proves to be La Vengeance French lugger, of ten three and four two-pounders, manned with forty-three men, commanded by Nicholas Saillard; she sailed from Boulogne on the same morning, and had not made any captures. I have the honour to be, &c.

Skeff. Lutwidge, Esq. (Signed) ISAAC COTGRAVE.

Extract of a letter from Captain Joseph Larcom, Commander of his Majesty's ship Hind, to Evan Nepean, Esq. dated at Spithead, the 27th inst.

I have enclosed the copy of my letter to the Right Honourable Lord Hugh Seymour, respecting the capture of a small Spanish packet.

MY LORD, *Hind, Halifax Harbour, Feb. 27.*

I have to inform your Lordship, that his Majesty's ship under my command captured on the 6th of January, off the west end of Jamaica, a Spanish schooner packet, called El Reyna Louisa, Don Manuel Palay, commander, of two guns and twenty men, from Trinidada, in the island of Cuba, bound to Carthagena, with a small cargo of tobacco and wax, which I have sent into Providence. The mail was destroyed previous to her capture. I am, &c.

Lord Hugh Seymour. JOSEPH LARCOM.

ADMIRALTY-OFFICE, APRIL 4.

Copy of a letter from Admiral Milbanke, Commander in Chief at Portsmouth, to Evan Nepean, Esq. dated the 1st instant.

SIR,

I beg you to lay before their Lordships the enclosed letter which I received from Lieutenant Talbot, commanding the Sheerness hired armed cutter, giving me an account of his having captured a small French privateer. You will please, at the same time, to acquaint their Lordships, that the Friendship brig, which this privateer had captured, was retaken on the evening of the 29th ult. by Lieutenant Rowed, in the Union hired armed cutter, and sent into Portsmouth. I am, &c.

M. MILBANKE.

SIR, *Sheerness, Hired Cutter, at Sea, March 31.*

I have to inform you, that I captured, on the 29th instant, Cape La Hogue bearing south, six leagues, a French cutter privateer named La Pluton, Charles La Nieve, Captain, mounting one four-pounder, besides muskets, manned with fourteen men; she had captured the evening before, to the westward of Portland, the Friendship brig, from London, bound to Dublin. His Majesty's armed brig Lady Charlotte having parted company from me in chase the same night, I am led to hope he has retaken her. I am, &c. J. H. TALBOT.

Letter transmitted by Lieutenant Wm. Shepheard.

SIR, *Pigmy Cutter, off the Isle Lafrina, Feb. 18.*

I beg leave to inform you, that this day, at two P. M. after a short chase, I captured off this island, the French Trabacolo privateer

L'Adelaide, mounting two twelve-pounders, and one six-pounder, small arms, &c. commanded by Dominique Cannilla, with fifty-one men; seven days from Ancona, had taken one small prize, and was herself formerly an Ancona fishing vessel. I am, &c.

W. SHEPHEARD.

Copy of a letter from Rear-Admiral Duckworth, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated Martinique, 16th Feb. 1801.

SIR,

Having learnt, from the arrival of the Calcutta on the 12th ultimo, that a convoy might be soon expected, I dispatched all the squadron within my reach to cruise to windward of Barbadoes for its protection, which has eventually proved fortunate; for the particulars respecting it, I shall refer you to Captain Bradby's letter of the 6th instant, herewith transmitted; as also to the letters of Captain Manby, of the Bourdelois, of the 16th of January and 2d of this month, on which he writes most fully. I must beg you to call the attention of my Lords Commissioners of the Admiralty to the meritorious conduct of Mr. Burrows, commander of the ship Jupiter, bound to Jamaica, who, after he had lost convoy, collected more than sixty sail, and made such a disposition of the largest ships for the protection of the whole, as evidently deterred the small squadron, afterwards brought to action by the Bourdelois, from attacking them; and by that judicious and public-spirited step, all but those which branched off for Surinam, &c. arrived safe at Barbadoes. I am, &c.

J. T. DUCKWORTH.

Extract of a letter from Captain Bradby, Commander of his Majesty's ship Andromeda, to Rear-Admiral Duckworth, dated Martinique, the 6th of February, 1801.

SIR,

Enclosed are two letters from Captain Manby to me, from which the service he has rendered to the different islands, by destroying a squadron sent out by Victor Hugues, for the interception of the outward-bound convoy, speaks for itself.

SIR, *His Majesty's sloop Bourdelois, Jan.* 16, *off Teneriffe.*

On the 8th instant, off Palma, in a calm, I dispatched two boats under the orders of Lieutenant Barrie, in pursuit of a strange sail in the S. E.; after a fatiguing row of fourteen hours, Lieutenant Barrie, at two P. M. with only one boat being up with the chase, boarded her with great gallantry, although opposed by ten Frenchmen, who kept up a smart fire from four four-pounders; she proved to be the Adventure of London, one of the convoy which had parted company in the first gale of wind; the French prize-master was wounded by a cutlass, the only blood spilt on the occasion. Gaining information from the Adventure, that on the same day she was captured by the Mouche privateer, of Bourdeaux, the Mouche likewise captured a valuable copper-bottomed ship, bound to Barbadoes, and as both vessels had orders to proceed to Santa Cruz, in Teneriffe, I considered it my duty to push for that port, and by plying hard with my sweeps all the 9th, I arrived off Santa Cruz on the morning of the 10th, when I had the pleasing satisfaction of rescuing the above mentioned British ship from the hands of the enemy; she proved to be the Aurora of London. I have the honour to be, &c.

T. MANBY.

Captain Bradby, Andromeda.

SIR, *His Majesty's sloop Bourdelois, Carlisle Bay, Barbadoes, Feb.* 1.

Three days ago, being on the station you ordered me to cruise for the protection of our scattered convoy, I acquaint you, for the information of the Lords Commissioners of the Admiralty, that at noon three sail were descried to windward evidently in chase of us, which I soon discovered to be an enemy's squadron, consisting of two large brigs and a schooner: having shortened sail, enabled them to be well up with us at sunset, when I wore round to give them battle; at six I had the honour of bringing the largest brig to close action at about ten yards distance, but was not so fortunate with the other vessels, who fought very shy on the occasion, on observing we were enabled to fight both sides at once; thirty minutes of close carronade with my near opponent completely silenced him, when he hailed that he had struck, and lowered his topsails, when his companions made sail from us; but I think I can safely aver they are sufficiently damaged to spoil their cruise. My First Lieutenant, Mr. Robert Barrie, on taking possession of the prize, found her to be a remarkable fine French national corvette, called La Curieuse, pierced for twenty guns, but only eighteen long nine-pounders mounted, one hundred and sixty-eight men, commanded by Captain G. Radelet; sent out from Cayenne twenty eight days ago by Victor Hugues with this squadron to intercept the outward-bound West India fleet. With real concern I acquaint you that we had one man killed and seven wounded in the action; but from the abilities and attention of Mr. G. Roddam, my surgeon, I trust the latter are likely to do well; Lieutenant Barrie forms one of the number, but disdained to quit his quarters. Mr. J. Jones, master's-mate, and Mr. J. Lions, Midshipman, are included in this list. The killed and wounded in the corvette amounted to near fifty, her deck, fore and aft, being covered with the dying and the dead. The French Captain survived but a few hours, having lost both his legs, and many of the prisoners were in an equal pitiable state. A melancholy and painful task is now imposed on me, to relate the sad catastrophe attending this capture, which, after being more than an hour in our possession, was found to be rapidly sinking, in consequence of her innumerable shot holes; every exertion was made to preserve her; but, alas! at eight she foundered close beside us. I had, some time previous to this event, ordered every body to quit her; but British humanity, while striving to extricate the wounded Frenchmen from destruction, weighed so forcibly with Mr. Archibald Montgomery and twenty brave followers, that they persevered in this meritorious service until the vessel sunk under them. The floating wreck, I rejoice to say, buoyed up many from destruction; but with sorrow I mention Mr. Frederick Spence and Mr. Auckland, two promising young gentlemen, with five of my gallant crew, unfortunately perished. The delay occasioned by this unhappy event, securing one hundred and twenty prisoners, knotting the rigging, and repairing sails, detained me until eleven before I could pursue the flying enemy, which, I assure you, was done with all alacrity, but without success, as the night favoured their escape. I cannot conclude this account of my proceedings, without informing you how highly I approve of the conduct of Lieutenant Robert Barrie, Lieutenant James Alexander Gordon, Mr. Mac Cleverty, the Master, and Mr. Montgomery, my acting Lieutenant. The proceedings of warrant and petty Officers gave me every satisfaction; and I have not words to offer sufficiently in the praise of the ship's company for their steady obedience to my orders in not wasting a single shot; I trust it will not be deemed too assuming in my recommending my First Lieutenant, Mr. Robert Barrie, to the notice of the Lords Commissioners of the Admiralty as an Officer highly worthy of advancement. I have the honour to be, &c. (Signed) T. MANBY.

N. B. Allow me to subjoin the statement of the enemy's force, and to mention, that the only capture made by this squadron was the Susan brig, of Halifax, bound to Surinam, which they burnt.

La Curieuse, of 390 tons, eighteen nine-pounders, 168 men, not two years old, with thirty-four feet beam, and ninety feet keel, commanded by Captain George Radelet.

La Mutine, of 300 tons, sixteen long six-pounders, 156 men, commanded by Captain J. Raybaun.

L'Esperance schooner, mounting six four-pounders, fifty-two men, commanded by Captain Haymond. J. T. DUCKWORTH.

ADMIRALTY-OFFICE, APRIL 11.

Copy of a letter from Admiral Lutwidge, Commander in Chief of his Majesty's ships and vessels in the Downs, to Evan Nepean, Esq. dated the 10th inst.

SIR,

It is with satisfaction I enclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have this day received from Lieutenant Irwin, commanding the Stag hired cutter, acquainting me with his having yesterday evening captured the French privateer Le Poisson Volant, of fourteen guns, and manned with fifty-five men; and that he had also recaptured a brig, her only prize since she last sailed from Dieppe. I am, &c. SKEFF. LUTWIDGE.

SIR, *His Majesty's hired cutter Stag, Downs, April* 10.

I have the honour to acquaint you, that yesterday, at six P. M. Beachy Head bearing north ten or eleven leagues, we saw a lugger and brig on our weather bow, and immediately gave chase to them, and at half past seven captured them both. The lugger is called Le Poisson Volant, a French privateer belonging to Boulogne, commanded by Citizen Jacque Antoine Hedd, carries fourteen carriage guns and fifty-five men, had been out four days from Dieppe, and captured only the brig above mentioned. On the cruise before she captured six vessels, four of whom have been recaptured. The privateer had two men killed and four wounded. I am, &c.

Skeffington Lutwidge, Esq. (Signed) JAMES IRWIN.

Copy of a letter from Captain Sir Edward Hamilton, of his Majesty's ship Trent, in Cawsand Bay, the 7th April, to the Right Honourable Lord Amelius Beauclerk, Captain of his Majesty's ship Fortunee.

In obedience to your signal, the chase was continued until dark, at which time being becalmed among the rocks of the isles of Brehat, I anchored, and the next morning (the 3d inst.) observing a large ship with French colours, under the protection of a cutter and lugger privateers, making sail with the flood from the anchorage of Brehat to Plampoul, the boats were immediately dispatched under the command of Lieutenant Chamberlayne, having under his orders Mr. Scallon, Second Lieutenant; Mr. Bellamy, Third; Mr. Hoskins, Master; and Mr. Taite, Marine Officer, &c. The enemy seemed at first, determined to resist and defend their vessels, and sent many boats from the shore to their assistance, who with the lugger, took the ship in tow; but on the very spirited and near approach of the Trent's, the lugger and boats cast off the tow, and after maintaining a severe conflict, aided by a continued fire from five batteries, they were at length subdued and chased on the rocks; after which the ship, in the face of open day, was most gallantly boarded by the First Lieutenant and Marine Officer, who, I am sorry to say, has lost his right leg; and the very meritorious and spirited zeal with which all the Officers and men were animated on this enterprize, reflects on them the highest honour. The ship appears English built, about three hundred tons, with a cargo of corn, and various other articles, but not having made any prisoners, further particulars are unknown. Enclosed I return you a list of the killed and wounded; that of the enemy could not be exactly ascertained; two were killed on board the ship, and several were drowned; the state of the prize requiring protection into port, and the wind being easterly, I judged it prudent to put into this place. I am, &c. &c. (Signed) E. HAMILTON.

Two seamen killed, and one Marine Officer wounded.

E. HAMILTON.

Copy of a letter from Lord Amelius Beauclerk, Captain of his Majesty's ship Fortunee, to Evan Nepean, Esq. dated at Spithead, the 8th instant.

SIR,

I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, on the 5th of this month, at the dawn of day, Rock Douvre, E. S. E. six miles, we captured La Mascarade French privateer schooner, pierced for twelve guns, and forty men, four days from Cherbourg. I am, &c. &c. A. BEAUCLERK.

Copy of a letter from Captain Griffiths, Commander of his Majesty's sloop Atalante, to Evan Nepean, Esq. dated Plymouth Sound, the 6th instant.

SIR,

Enclosed I transmit, for their Lordships' information, a copy of my letter to the Hon. Admiral Cornwallis, stating the capture of a French brig privateer on the 1st instant, by his Majesty's sloop under my command, in company with the Viper cutter. I am, &c.

A. J. GRIFFITHS.

SIR, *Atalante, at Sea, 4th April.*

I have the honour to inform you, that cruising in the execution of your orders, the Viper cutter in company, we fell in, on the 1st instant, off the Land's End, with four French privateers, a list of which I enclose. Three of them hauled off, and, after a chase of seventeen hours, I captured Le Heros brig of St. Maloes, Renne Crosse, Master, mounting fourteen guns, and manned with seventy-three men. I am, Sir, &c. &c.

A. J. GRIFFITHS.

Hon. Admiral Cornwallis, &c.

GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, APRIL 15.

Captain Otway, of his Majesty's ship the London, arrived in town this morning with dispatches from Admiral Sir Hyde Parker, Commander in Chief of a squadron of his Majesty's ships employed on a particular service, to Evan Nepean, Esq. dated on board the London, in Copenhagen Roads, the 6th inst. of which the following are copies:

SIR,

You will be pleased to acquaint the Lords Commissioners of the Admiralty, that since my letter of the 23d of March, no opportunity of wind offered for going up the Sound until the 25th, when the wind shifted in a most violent squall from the S. W. to the N. W. and north, and blew with such violence, and with so great a sea, as to render it impossible for any ship to have weighed her anchor. The wind and sea were even so violent as to oblige many ships to let go a second anchor to prevent them from driving, notwithstanding they were riding with two cables an end; and, by the morning, the wind veered again to the southward of the west. On the 30th of last month, the wind having come to the northward, we passed into the Sound with the fleet, but not before I had assured myself of the hostile intentions of the Danes to oppose our passage, as the papers, marked No. 1, 2, 3, and 4, will prove; after this intercourse, there could be no doubt remaining of their determination to resist. After anchoring about five or six miles from the island of Huin, I reconnoitred, with Vice-Admiral Lord Nelson, and Rear-Admiral Graves, the formidable line of ships, radeaus, pontoons, galleys, fire-ships, and gun-boats, flanked and supported by extensive batteries on the two islands called the Crowns; the largest of which was mounted with from fifty to seventy pieces of cannon; these were again commanded by two ships of seventy guns, and a large frigate in the inner road of Copenhagen and two sixty-four gun ships (without masts), were moored on the flat, on the starboard side of the entrance into the arsenal. The day after, the wind being southerly, we again examined their position, and came to the resolution of attacking them from the southward. Vice-Admiral Lord Nelson, having offered his services for conducting the attack, had, some days before we entered the sound, shifted his flag to the Elephant; and after having examined and buoyed the Outer Channel of the Middle Ground, his Lordship proceeded with the twelve ships of the line named in the margin *, all the frigates, bombs, fire-ships, and all the small vessels, and that evening anchored off Draco Point to make his disposition for the attack, and wait for the wind to the southward. It was agreed between us, that the remaining ships with me should weigh at the same moment his Lordship did, and menace the Crown batteries, and the four ships of the line that lay at the entrance of the arsenal; as also to cover our disabled ships as they came out of action.

I have now the honour to enclose a copy of Vice-Admiral Lord Nelson's report to me of the action on the 2d instant. His Lordship has stated so fully the whole of his proceedings on that day, as only to leave me the opportunity to testify my entire acquiescence and testimony of the bravery and intrepidity with which the action was supported throughout the line. Was it possible for me to add any thing to the well-earned renown of Lord Nelson, it would be by asserting, that his exertions, great as they have heretofore been, never were carried to a higher pitch of zeal for his country's service. I have only to lament that the sort of attack, confined within an intricate and narrow passage, excluded the ships particularly under my command from the opportunity of exhibiting their valour; but I can, with great truth assert, that the same spirit and zeal animated the whole of the fleet; and I trust that the contest in which we are engaged, will, on some future day, afford them an occasion of shewing that the whole were inspired with the same spirit, had the field been sufficiently extensive to have brought it into action.

It is with the deepest concern I mention the loss of Captains Mosse and Riou, two very brave and gallant Officers, and whose loss, as I

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* Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges, Glatton, Isis, Agamemnon, Polyphemus, Ardent.

am well informed, will be sensibly felt by the families they have left behind them; the former a wife and children, the latter, an aged mother. From the known gallantry of Sir Thomas Thompson on former occasions, the naval service will have to regret the loss of the future exertions of that brave Officer, whose leg was shot off. For all other particulars, I beg leave to refer their Lordships to Captain Otway, who was with Lord Nelson in the latter part of the action, and able to answer any questions that may be thought necessary to put to him. A return of the killed and wounded you will receive herewith. I have the honour to be, &c. H. PARKER.

P. S. The promotions and appointments that have taken place on this occasion will be sent by the next opportunity that offers; but I cannot close this without acquainting their Lordships, that Captain Mosse being killed very early in the action, Lieutenant John Yelland continued it with the greatest spirit and good conduct; I must, therefore, in justice to his merit, beg leave to recommend him to their Lordships' favour.

No. I.

London, in the Cattegat, 27th March 1801.

From the hostile transaction of the Court of Denmark, sending away his Britannic Majesty's Charge d'Affaires, the Commander in Chief of his Majesty's Fleet, is anxious to know what the determination of the Danish Court is, and whether the Commanding Officer of Cronenburg castle has received orders to fire upon the British Fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark. (Signed) HYDE PARKER.

TRANSLATION, No. II.

ANSWER. *Cronberg, March 28.*

In answer to the Admiral's honoured letter, I have to inform him, that no orders are given to fire on the English fleet; an express is gone to Copenhagen, and should any orders be sent, I shall immediately send an Officer on board to inform the Admiral.

(Signed) STRICKER, Governor.

TRANSLATION, No. III.

Cronberg Castle, 28th March.

In answer to your Excellency's letter, which I did not receive till the following day, at half past eight, I have the honour to inform you, that his Majesty the King of Denmark did not send away the Charge d'Affaires, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at liberty to suffer a fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honour to command. In case your Excellency should think proper to make any proposals to his Majesty the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit answer is desired.

(Signed) STRICKER.

ANSWER.

SIR, *On board the London, 29th March, 1801. One A. M.*

In answer to your Excellency's note just now received, the undersigned has only to reply, that, finding the intentions of the Court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and therefore, agreeable to his instructions, can no longer refrain from hostilities, however reluctant it may be to his feelings; but at the same time will be ready to attend to any proposals of the Court of Denmark for restoring the former amity and friendship which had for so many years subsisted between the two Courts. (Signed) H. PARKER.

His Excellency the Governor of Cronberg Castle.

SIR, *Elephant, off Copenhagen, 3d April*, 1801.

In obedience to your directions to report the proceedings of the squadron named in the margin *, which you did me the honour to place under my command, I beg leave to inform you that having, by the assistance of that able Officer Captain Riou, and the unremitting exertions of Captain Brisbane, and the masters of the Amazon and Cruiser, in particular, buoyed the channel of the Outer Deep, and the position of the Middle Ground, the squadron passed in safety, and anchored off Draco the evening of the first; and that yesterday morning I made the signal for the squadron to weigh, and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six twenty four-pounders, to eighteen eighteen-pounders, and one bomb ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries on the island of Amak. The bomb-ship and schooner gun-vessels made their escape, the other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours.

From the very intricate navigation, the Bellona and Russell unfortunately grounded, but although not in the situation assigned them, yet so placed as to be of great service. The Agamemnon could not weather the shoal of the middle, and was obliged to anchor; but not the smallest blame can be attached to Captain Fancourt; it was an event to which all the ships were liable. These accidents prevented the extension of our line by the three ships before mentioned, who would, I am confident, have silenced the Crown Islands, the two outer ships in the harbour's mouth, and prevented the heavy loss in the Defiance and Monarch, and which unhappily threw the gallant and good Captain Riou (to whom I had given the command of the frigates and sloops named in the margin †, to assist in the attack of the ships at the harbour's mouth), under a very heavy fire; the consequence has been the death of Captain Riou, and many brave Officers and men in the frigates and sloops. The bombs were directed and took their stations abreast of the Elephant, and threw some shells into the arsenal. Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too strong for them to be of service during the action; but not the less merit is due to Captain Rose, and, I believe, all the Officers and crews of the gun-brigs for their exertions. The boats of those ships of the fleet, who were not ordered on the attack, afforded us every assistance; and the Officers and men who were in them, merit my warmest approbation. The Desiree took her station in raking the southernmost Danish ship of the line, and performed the greatest service.

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* Elephant, Defiance, Monarch, Bellona, Edgar, Russel, Ganges, Glatton, Isis, Agamemnon, Polyphemus, Ardent, Amazon, Desirée, Blanche, Alcmene; Sloops, Dart, Arrow, Cruiser, and Harpy; Fire-ships, Zephyr and Otter; Bombs, Discovery, Sulphur, Hecla, Explosion, Zebra, Terror, and Volcano.

† Blanche, Alcmene, Dart, Arrow, Zephyr, and Otter.

The action began at five minutes past ten. The van, led by Captain George Murray of the Edgar, who set a noble example of intrepidity, which was as well followed up by every Captain, Officer, and man in the squadron. It is my duty to state to you the high and distinguished merit and gallantry of Rear-Admiral Graves. To Captain Foley, who permitted me the honour of hoisting my flag in the Elephant, I feel under the greatest obligations, his advice was necessary on many important occasions during the battle. I beg leave to express how much I feel indebted to every Captain, Officer, and man, for their zeal and distinguished bravery on this occasion. The Honourable Colonel Stewart did me the favour to be on board the Elephant, and himself, with every other Officer and soldier under his orders, shared with pleasure the toils and dangers of the day. The loss in such a battle has naturally been very heavy. Amongst many other brave Officers and men who were killed, I have, with sorrow, to place the name of Captain Mosse, of the Monarch, who has left a wife and six children to lament his loss; and, among the wounded, that of Captain Sir Thomas B. Thompson, of the Bellona. I have the honour to be, &c.

NELSON AND BRONTE.

List of the killed and wounded in the Attack on the Enemy's Line of Defence, Batteries, &c. on the 2d of April.

Edgar.—Twenty-four seamen, two marines, three soldiers of the 49th regiment, killed; seventy nine seamen, seventeen marines, eight soldiers of the 49th regiment, wounded. Total 133.

Monarch.—Thirty-five seamen, twelve marines, eight soldiers of the 49th regiment, killed; one hundred and one seamen, thirty four marines, twenty soldiers of the 49th regiment, wounded. Total 210.

Bellona.—Nine seamen, two marines, killed; forty-eight seamen, ten marines, five soldiers, wounded. Total 74.

Defiance.—Seventeen seamen, three marines, two soldiers, killed; thirty-five seamen, five marines, seven soldiers, wounded. Total 69.

Isis.—Twenty-two seamen, four marines, two soldiers of the rifle corps, killed; sixty-nine seamen, thirteen marines, two soldiers of the rifle corps, wounded. Total 112.

Amazon.—Ten seamen, one marine, killed; sixteen seamen, five marines, wounded. Total 32.

Glatton.—Seventeen killed, thirty-four wounded. Total 51.

Desiree. Three wounded.

Blanche.—six seamen, one marine, killed; seven seamen, two marines, wounded. Total 16.

Polyphemus.—Four seamen, one marine, killed; twenty seamen, four marines, wounded. Total 29.

Elephant.—Four seamen, three marines, one soldier of the rifle corps, killed; eight seamen, one marine, two soldiers of the rifle corps, wounded. Total 19.

Alcmene.—Five seamen, killed; twelve seamen, two marines, wounded. Total 19.

Dart.—Two killed; one wounded. Total 3.

Ganges.—Five killed; one missing. Total 6.

Russell.—Five seamen, one marine, wounded. Total 6.

Ardent.—Twenty-nine seamen and marines, killed; Sixty-four seamen and marines, wounded. Total 93.

OFFICERS KILLED.

Edgar.—Edmund Johnson, First Lieutenant; Lieutenant Benjamin Spencer, marines.

Defiance.—George Gray, Lieutenant; Matthew Cobb, pilot.

Elephant.—Captain James Bawden, of the Cornish miners, volunteer in the rifle corps; Mr. Henry Yaulden, Master's Mate.

Polyphemus.—Mr. James Bell, Midshipman.

Isis.—Mr. Daniel Lamond, Master; Mr. Henry Long, Lieutenant of the marines; Mr. George M'Kinlay, Mr. Thomas Ram, Midshipmen; Mr. Grant, Lieutenant of the rifle corps.

Ganges.—Mr. Robert Stewart, Master.

Dart.—Mr. Edwin Sandys, Lieutenant.

Glatton.—Mr. Alexander Nicholson, Pilot.

Monarch.—Captain Robert Mosse.

Amazon.—Captain Edward Riou; Hon. George Tucket, Midshipman; Mr. Jos. Rose, Captain's Clerk.

Ardent.—Mr. George Hoare, Midshipman.

OFFICERS WOUNDED.

Edgar.—Joshua Johnson, Second Lieutenant; William Goldfinch, Fifth Lieutenant; Mr. Gahagan, Mr. Whimper, Mr. Ridge, Mr. Proctor, Mr. Domett, Midshipmen, slightly.

Defiance.—Mr. Paterson, Boatswain; Mr. Gallaway, Midshipman; Mr. Niblet, Captain's Clerk; Mr. Stephenson, Pilot.

Elephant.—Mr. Robert Gill, Midshipman of the St. George; Mr. Hugh Mitchel, Midshipman.

Alcmene.—Mr. Henry Baker, Acting Third Lieutenant; Mr. Charles Meredith, Lieutenant of the marines; Mr. Charles Church, Boatswain; Mr. G. A. Spearing, Master's-Mate; Mr. Pratt, Pilot.

Polyphemus.—Mr. Edward Burr, Boatswain.

Desiree.—Mr. King, Lieutenant, slightly.

Isis.—Mr. Richard Cormack, Lieutenant; Mr. Ruben Pain, Mr. Simon Frazer, Mr. Charles Jones, Midshipmen.

Ganges.—Mr. Isaac Davis, Pilot, badly.

Glatton.—Mr. Tindall, Lieutenant; Mr. Robert Thompson, Master's-Mate; Mr. John Williams, Midshipman.

Monarch.—Mr. William Minchin, Lieutenant; Mr. James Marrie, Lieutenant of Marines; Mr. James Dennis, Lieutenant of the 49th Regiment; Mr. Henry Swimmer, Mr. W. J. Bowes, Mr. Thomas Harlowe, Mr. George Morgan, Mr. Philip Le Vesconte, Midshipmen; Mr. William Joy, Boatswain.

Bellona.—Sir T. B. Thompson, Bart. Captain, lost his leg; Mr. Thomas Southey, Lieutenant; Mr. Thomas Wilks, Lieutenant, slightly; Captain Alexander Sharp, of the 49th regiment, badly; Mr. James Emmerton, Master's-Mate; Mr. —— Anderson, Mr. Edward Daubenny, Mr. William Sitford, Mr. Fig, Midshipmen.

Amazon.—Mr. James Harry, Mr. Philip Horn, Master's-Mates.

KILLED.

Officers, - - - - - -	20	
Seamen, Marines, and Soldiers, -	234	254

WOUNDED.

Officers, - - - -	48	
Seamen, Marines, and Soldiers, -	651	689
Total killed and wounded,		943

ADMIRALTY-OFFICE, APRIL 18.

Copy of a letter from Captain Wolley, of his Majesty's ship Arethusa, to Evan Nepean, Esq. dated Spithead, the 13th instant.

SIR,

I have the pleasure of informing you, that at half past nine on the morning of the 12th, on our way round, we fell in with and captured, after six hours chase, the French privateer lugger Le Braave of Boulogne, of fourteen guns and fifty-seven men, on her first cruise, perfectly new.—I am, &c.

THOMAS WOLLEY.

ADMIRALTY-OFFICE, APRIL 21.

Extract of a letter from Admiral Sir Hyde Parker, Commander in Chief of his Majesty's ships and vessels employed on a particular service, to Evan Nepean, Esq. Secretary of the Admiralty, dated on board his Majesty's ship London, in Copenhagen Road, the 9th April, 1801.

SIR,

The Honourable Lieutenant-Colonel Stewart having volunteered his services by being the bearer of these dispatches, I have accepted thereof on a belief that it will be more expeditious than by sea.

I have the pleasure to transmit an armistice concluded between the Court of Denmark and myself.

I mean, as soon as the disabled ships are refitted, and the worst of the wounded moved into the Holstein Danish ship of the line, which I have commissioned as an hospital ship, to proceed over the Grounds into the Baltic to put into execution the remaining part of my instructions.

The Isis and Monarch being found in so bad a state from the late action, as to render it necessary to send them to England to have their damages repaired, I shall send them home for that purpose with the Holstein hospital-ship, which has the wounded and sick on board.

ARMISTICE.

The Danish Government on the one hand, and Admiral Sir Hyde Parker, Knight, Commander in Chief of his Britannic Majesty's Naval Forces in the road of Copenhagen on the other, being, from motives of humanity, equally anxious to put a stop to the further effusion of blood, and to save the city of Copenhagen from the disastrous consequences which may attend a further prosecution of hostilities against that city, have mutually agreed upon a military armistice or suspension of arms.

His Danish Majesty having for that purpose appointed Major General Ernest Frederick Walterstorff, Chamberlain to his Danish Majesty, and Colonel of a Regiment, and Adjutant General Hans Lindholm, Captain in his Danish Majesty's Navy, his commissioners for agreeing about the terms of the said armistice, and Admiral Sir Hyde Parker, Knight, having, with the ſame view duly authorised the Right Honourable Horatio Lord Nelson of the Nile, Knight of the most Honourable Order of the Bath, Duke of Bronte in Sicily, Knight of the Grand Cross of the Order of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice-Admiral in the Fleet of his Britannic Majesty, and the Honourable William Stewart, Lieutenant Colonel in his Britannic Majesty's Service, and Member of Parliament, and commanding a detachment of his Britannic Majesty's Forces embarked: these said Commissioners have met this day, and having exchanged their respective powers have agreed upon the following terms:

Art. I. From the moment of the signature of this Armistice all hostilities shall immediately cease between the fleet under the command of Admiral Sir Hyde Parker, and the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty in the Road or Harbour of that City, as likewise between the different Islands and Provinces of Denmark, Jutland included.

Art. II. The armed ships and vessels belonging to his Danish Majesty, shall remain in their present actual situation as to armament, equipment, and hostile position; and the treaty commonly understood as the treaty of armed neutrality shall, as far as relates to the cooperation of Denmark, be suspended, while the Armistice remains in force.

On the other side, the armed ships and vessels under the command of Admiral Sir Hyde Parker, shall in no manner whatsoever molest the City of Copenhagen or his Danish Majesty's armed ships and vessels on the coasts of the different Islands and Provinces of Denmark, Jutland included; and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker shall not suffer any of the ships or vessels under his command to approach within gun shot of the armed ships or fort of his Danish Majesty's in the road of Copenhagen: this restriction shall not however extend to vessels necessarily passing or repassing through the Gaspar, or King's channel.

Art. III. This Armistice is to protect the City of Copenhagen, as also the coasts of Denmark, of Jutland, and the islands included, against the attack of any other naval force which his Britannic Majesty may now or hereafter, during its remaining in force, have in these seas.

Art. IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark and Jutland included, with every thing which it may require for the health and comfort of the crews.

Art. V. Admiral Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet under his command, the Danish Government engaging to give an acknowledgment for them, as also for all such wounded as were permitted to be landed after the action of the 2d instant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hostilities.

Art. VI. The coasting trade carried on by Denmark, along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Admiral Sir Hyde Parker.

Art. VII. This Armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks from the signature hereof, at the expiration of which time, it shall be in the power of either of the said parties, to declare a cessation of the same, and to recommence hostilities, upon giving fourteen days' previous notice.

The conditions of this Armistice are upon all occasions to be explained in the most liberal and loyal manner, so as to remove all ground for further disputes, and facilitate the means of bringing about the restoration of harmony and good understanding between the two Kingdoms.

In faith whereof, we the undersigned Commissioners, in virtue of our full powers, have signed the present Armistice, and have affixed to it the Seal of our Arms.

Done on board his Britannic Majesty's Ship the London, in Copenhagen Roads, April the Ninth, One thousand eight hundred and one.

Signed (*L. S.*) NELSON AND BRONTE.
(*L. S.*) WILLIAM STEWART.
(*L. S.*) ERNEST FREDERICK WALTERSTORFF.
(*L. S.*) HANS LINDHOLM.

In pursuance of my above-mentioned authority, I ratify this document with my hand.

(*L. S*) FREDERICK.

Ratified by me,
(*L. S.*) HYDE PARKER, Admiral and Commander in Chief of his Britannic Majesty's Fleet.

Extract of a letter from Archibald Dickson, Esq. Admiral of the Blue, to Evan Nepean, Esq. dated at Yarmouth, the 20th instant.

Be pleased to acquaint my Lords Commissioners of the Admiralty, of the arrival of his Majesty's sloop Favourite, from her cruise off the Spurn, having brought in with her L'Antichrist French lugger privateer, of fourteen guns and sixty men.

SIR, *Favourite, Plymouth, W. S. W. eight leagues, April* 17.

I beg leave to acquaint you, that I this evening captured, after a chase of four hours, L'Antichrist French lugger privateer, of fourteen guns; nines and two-pounders, manned with sixty men, commanded by Henry Alexandre Scorssery; out fifteen days from Dunkirk, had captured the ship Brotherly Love, of South Shields, bound to London, which I also recaptured. I am, Sir, &c.

Archibald Dickson, Esq. — JOS. WESTBEECH.

ADMIRALTY-OFFICE, APRIL 25.

Extract of a letter from Captain Dixon, Commander of his Majesty's ship Genereux, to Evan Nepean, Esq. dated at Port Mahon the 16th ultimo.

Herewith I have the honour to tranſmit copies of letters relative to the capture of the French frigate L'Africaine by Captain Barlow, of his Majesty's ship Phœbe.

MY LORD, *Genereux, Port Mahon, March* 10.

I have the satisfaction to enclose a letter from Captain Barlow, of his Majesty's ship Phœbe, for your Lordship's information. This very gallant and well fought action, as related fully in Captain Barlow's letter, and much more strongly marked in the hull of the French ship, warrants me in saying, that more skill or effective gunnery were never displayed in any combat than in the present instance. I have the honour to be, my Lord, &c. &c.

Lord Keith, K. B. &c. MANLEY DIXON.

MY LORD, *Phœbe, at Sea, twenty leagues east of Gibraltar, Feb.* 20.

I have the honour to inform your Lordship, that yesterday about four o'clock in the afternoon, his Majesty's ship under my command being about two leagues to the eastward of Gibraltar, I discovered one of the enemy's ships under Ceuta, steering with a crowd of sail to the eastward: I had the good fortune to bring her to a close action about half past seven the same evening, which continued within pistol-shot with unremitting fury about two hours, the enemy resolutely opposing the animated and skilful exertions of my brave Officers and men, until his ship was almost a wreck, five feet water in her hold, her guns dismounted, and literally encumbered with dead, the number of which amounted to two hundred; and of wounded, to one hundred and forty-three. She proves to be the French frigate L'Africaine, of forty-four guns, *viz.* twenty-six eighteen-pounders on her main-deck, and eighteen nine-pounders on her quarter-deck and forecastle, a very fine ship about three years old, under the orders of the Chief of Division Saunier, whose broad pendant was flying, and who (with many principal Officers both of the troops and of the marines), was slain in the action, and commanded by Captain Magendie, who is amongst the wounded. At the commencement of the action she had seven hundred and fifteen men; *viz.* four hundred troops and artificers of various descriptions, under the command of General Desfourneaux, and a crew of three hundred and fifteen Officers and seamen; also six brass field-pieces, several thousand stand of arms, ammunition and implements of agriculture. She sailed from Rochefort on the 13th instant, in company with a frigate, from which she parted on the following day in a gale of wind. So tremendous and decisive has been the effect of the fire of the Phœbe in this contest, that I must regret the inability of my pen to do justice to the merits of those who directed it. It has been my duty on a former occasion to report to their Lordships the meritorious conduct of my First Lieutenant Holland, and the Lieutenants Bedford and Heywood; Lieutenant Weaver, of the marines; Mr. Griffiths, the Master; the warrant and petty Officers, and the whole of the ship's company, are entitled to all the commendation in the power of their commander to bestow. My satisfaction, in relating comparatively the small loss we have sustained, is more easily imagined than described, as it amounts only to one seaman killed, two Officers and ten seamen wounded; our damages are chiefly in masts, yards, sails, and rigging, the greatest part of which are rendered unserviceable. I enclose a copy of the French Commander's report of the number killed and wounded on board L'Africaine, with the names of the Officers; and I have the honour to be, my Lord, &c. (Signed) ROBERT BARLOW.

Lord Keith, K. B. &c.

List of killed and wounded on board his Majesty's ship Phœbe, in the action with the French frigate L'Africaine on the 19*th February*, 1801.

Samuel Hayes, seaman, killed. Two Officers and ten seamen, wounded.

Names of Officers wounded, but since recovered.

Lieut. Holland and Mr. Griffiths, Master.—P. S. I have reason to believe Egypt to have been the destination of the force under the orders of General Desfourneaux and Commodore Saunier.

Liste des Officiers tues et blesses a bord de la frigate L'Africaine, de 20 *canons en batterie de* 18, *et* 18 *de* 9 *sur les Gaillards.*

Les tues.—Monsieur Saunier, Commandant la Division. M. Duguet, Chef de Brigade des Troupes Passagers. Mr. Lacroix, Capitaine des Canoniers des Troupes. Mr. Martin, Capitaine des Grenadiers des

Troupes; Mr. Sanfernal, Aspiran de Marine; Mr. Cornet, Aspiran de Marine: Mr. Murche, Aspiran de Marine; Mr. Beurhemot, Aspiran de Marine; C. Capitaine d'Armée des Troupes de Marine; C. Maitre Canonier; un Maitre Charpentier; C. Maitre Canonier.; Six . . .; Douze Canoniers de Marine; 24 Canoniers des Troupes de Terre. 3 Chirurgeon qui ont eté tues dans l'entrepot en pansant les blesses; 144 Matelots, Soldats de Marine, Soldats Passagers, et Passagers de Gens de Metier.—Totale: 200 tues, et meme je crois d'avantage a verifier a l'arrivée a terre.

Noms des blesses.—Le General de Division, Desfourneaux Chargé de l'Expedition des Troupes; Mr. Ducomet, Chef de Bataillon, le Bras emporté; Mr. Desfourneaux, Chef d'Escadre, Frère du Géneral; Mr. Poulalies, Aid-de-Camp du General; Monsieur Hurteau, Capitain et Adjutant Major du Bataillon, blessé en troits endroits; Mr. Majendie, Capitaine de la Fregate L'Africaine, blessé en deux endroits; Mr. Duboure, Premier Lieut. de la Fregate; Mr. Dornaldegin, Lieut. et Major des Signeaux; Mr. Samson, Lieut. de la Fregate; Mr. Begue, Lieut. de la Fregate; Mr. Brideaul, Lieut. de la Fregate; Mr. Betvale, Aspiran de la Marine; Mr. Dossier, Aspiran de la Marine; Mr. Uriet, Premier Lieut. des Grenadiers; Mr. Artus, Seconde Lieut. des Grenadiers; Mr. Sillar, Lieut. des Troupes; Mr. Lesaque, Maitre de Bataillon; le Maitre Pilotte, le Bras cassé; le Seconde Maitre Voiller, blessé à mort; 10 Canoniers de Marine; 26 Canoniers des Troupes de Terre; 86 Matelots, Soldats des Troupe, ou Ouvriers passagers, et la plus grande Partie blesses a mort.—Totale: 143 Blesses, et peut-etre plus à verifier.

(Signed) MAGENDIE.

Extract of a Letter from Captain Hood, Commander of his Majesty's Ship Venerable, to Evan Nepean, Esq. dated at Sea, the 7th instant.

I beg leave to enclose you a Copy of a Letter from the Hon. Captain Legge, of his Majesty's ship Cambrian.

SIR, *Cambrian, at Sea, April 6.*

The vessel you sent me in chase of this morning, proved to be L'Audacieux Erench lugger privateer, of 14 guns and 50 men, commanded by S. B. Ant. Candeau, belonging to Bourdeaux, which place she left on the 30th of March, and has since only detained one American.—The ship we recaptured yesterday, was the Nancy letter of marque, of London; she was taken on the 2d instant, in lat. 50 deg. 42 min. N. and long. 9 W. by Le Braave French privateer. I am &c.

Samuel Hood, Esq. ARTHUR K. LEGGE.

Copy of a Letter from Mr. William Weston, Collector of his Majesty's Customs, at Weymouth, to Evan Nepean, Esq. dated the 20th instant.

SIR,

I beg leave to acquaint you, that Captain Wilkinson, of the Greyhound Revenue cutter, has captured and sent into this port a French lugger privateer, called the Le Petit Piratte, Anseime Septan, commander, mounting four carriage guns (pierced for twelve), small arms, and manned with twenty-four men, out three days from St. Maloes. I am &c. W. WESTON, Collector.

MONTHLY REGISTER OF Naval Events.

GENERAL OBSERVATIONS FOR APRIL 1801.

THE cloud so long impending in the northern hemisphere has at length burst, and like many other storms, whose effects have been more dreadful in apprehension than in reality, appears most likely to pass over without producing any of those dreadful consequences which the enemies of Britain flattered themselves with the hopes of, and the more timorous or pusillanimous among its friends, seemed in anxious fear of. The exertions of a few hours, not made indeed without encountering very considerable danger, and sustaining an heavy national loss in the lives of so many brave men, as will be found on referring to the official account to have fallen in the conflict, has led to that species of negociation which may, without any stretch of the fancy, be considered as at least the probable forerunner of returning amity.

Whatever may be the issue of those events and operations which are still veiled beneath the curtain of time, Britain may without arrogance, entertain the most sanguine hopes that the general dispute will at least terminate gloriously, if not as every philanthropic mind must certainly wish, amicably, and without farther bloodshed. According to the best information the various means of offence and defence opposed to the British fleet at Copenhagen were beyond comparison, more formidable than the preparations made in any other quarter for the same purpose. Nor is this the only ground on which Britons have to expect future success, for while the powers of defence on one hand have decreased, those of attack have been very materially augmented; considerable reinforcements having been dispatched to strengthen and increase if possible the efforts and energy of those who first entered into this new field of warlike exploit, of those who by their gallant deeds have indeed been the forerunners in the field of glory which they have most liberally wetted with their blood, but who, we trust, will be supported in every future effort with an equal degree of ardour by those who follow in the same track.

To the southward it is scarcely safe to give any decided opinion as to what already has, or in future may take place; one point indeed, and that by no means an immaterial one, seems pretty clearly established. The squadron which had the good fortune to make its escape out of Brest some weeks since, in spite of the vigilance displayed by its guards, has thought proper to proceed no farther on the pretended object of its mission than the port of Toulon, where it will, as every honest Englishman must hope, find it as difficult to effect its second escape as it did its first. With respect to the military operations in the same quarter, the evidence and information hitherto received, rests on grounds too vague to permit any serious opinion being offered concerning them. One thing appears certain, that a disembarkation of the British troops has been effected on the coast of Egypt, under the cover of Lord Keith's fleet, that some trivial conflicts have taken place, the event of which appears, amidst that powerful torrent of rhodomontade which carries forward all accounts springing from the same source, to have been far from favourable to the banditti under the orders of Apostate Menou. The mystery, however, if it be not ridiculous to use that term, will probably be completely developed in the course of a few days.

To descend into the humbler path of what, speaking comparatively with the scenes of action already mentioned, may be called the *petite guerre*, the action between the Phœbe, a British frigate, carrying 36 guns and 250 men, and the Africaine, a French ship of war, mounting 44 guns, and having on board at the commencement of the action 715 men, will stand to the latest posterity as one of the most indelible proofs, not merely of the gallant manner, but the infinite skill and judgment with which the action was conducted by Captain Barlow and his Officers. The nautical events indeed of the present war appear to rise in continual climax above each other till the encounters in their different classes, whether between fleets or single ships, seem to have reached their utmost *acme* of perfection; we are lost in wonder at receiving the progressive accounts, and exclaim with enthusiasm, "*this cannot be exceeded*." There is some circumstance or other however which peculiarly distinguishes every action, and renders it peculiarly entitled to our admiration. French frigates have before now been captured by British frigates, when the loss on the enemy's part has amounted to ten, fifteen, or twenty men, without any or at least very trivial injury being sustained by the victors; we have on record among the events of the present war, the capture of one of the finest frigates in the French navy by a sloop of war, and the discomfiture of another by a schooner; but the relation certainly is new, that after a steady contest of two hours, a French frigate struck her colours, having had two hundred men killed, with 143 wounded, while the loss of her opponent amounted to only a single person killed, with twelve others wounded, the major part of them so slightly as to be already completely recovered. Not to speak in derogation of a victory obtained after a dreadful carnage on the part of the assailants, humanity must certainly rejoice at that judgment which renders it almost bloodless though only on one side.

* * *

On the Armistice between our Commander in Chief and the Prince of Denmark being concluded, the following General Orders were issued to the Fleet, by the Admiral's First Captain, *viz.*

G. O. "*His Majesty's ship London, Copenhagen Roads, April* 10, 1801.

"An Armistice being now concluded between the Government of Copenhagen and the Commander in Chief, by which all hostilities are to cease for the space of fourteen weeks, or until the Courts of Great Britain and Copenhagen have arranged their present differences:

"It is the Commander in Chief's express direction, that no act of hostility or insult be offered by any Officer or seaman under his command to the Danish flag, as it is meant such supplies as are wanted for the fleet are to be sent off by Danish boats from the shore. The Commander in Chief strictly prohibits any Officers or boats going to the shore from the fleet, except by his special permission first granted. (Signed) "W. DOMETT."

* * *

The *Monarch*, which fought so bravely and suffered so much in the late action, having by some means got foul of the rigging of the *Ganges*, one of the seamen who had been employed in clearing them, finding himself on board the Ganges, jumped overboard, and swam towards the Monarch, swearing he would never desert his ship. A boat was instantly put off, which saved the poor fellow's life.

IMPERIAL PARLIAMENT.

HOUSE OF LORDS, APRIL 16.

LORD ST. VINCENT called the attention of their Lordships to the recent victory obtained over the Danes. He paid a very handsome compliment to the several persons engaged in the expedition, whose conduct upon this occasion, in his opinion, far surpassed any thing that was to be found in the glorious annals of the British Navy. He then moved the thanks of the House to Admiral Sir Hyde Parker, for the victory obtained over the Danish fleet on the 2d of April last, which was agreed to *nem. diss.* The Noble Earl then moved, that the thanks of the House should be given to Vice Admiral Lord Nelson; to Rear-Admiral Graves; to the Hon. Colonel Stewart, of the 49th regiment of foot; together with the Officers, marines, and sailors, serving on board the British fleet.

Lord Grenville expressed his feelings in terms of the highest congratulation for the success of our arms, and most cordially concurred with the motion.

The Duke of Clarence said, it might appear presumptuous in him to rise and add approbation to what was already mentioned; yet he would just say, that great praise was owing to the late First Lord of the Admiralty, for the peculiar choice he had made of Commanders for the expedition, and great praise also to the present Noble Earl who had dispatched it with a celerity and promptitude that led almost to sure and instant success. He complimented Lord Nelson highly on his courage and intrepidity, which fortune seemed to back in every enterprise in which he was engaged; and acknowledged his own personal obligation, as a Prince of the Blood, to the gallant Commanders, and to the whole fleet, for the accomplishment of a victory, which, probably in its effect, would restore the possessions on the Continent to his family, together with the peace and security of the British Empire and of Europe.

Lord Hood could not content himself with giving a silent vote; because he had been personally convinced, while he had the honour of having those two illustrious Officers serving under him, that it was impossible there could be two more courageous and able Commanders, or who were more zealous in their country's cause.

The motion was agreed to; and the thanks were ordered to be communicated to the respective Commanders.

HOUSE OF COMMONS.

MR. ADDINGTON (Chancellor of the Exchequer) rose to move the thanks of the House to the Officers and Seamen of the Northern Fleet, for the distinguished zeal and gallantry which they had shewn in the action of the 2d of April. He must say, that no action had taken place in the course of the present war, which contributed more to sustain the character, and to add to the lustre of the British arms. For its execution Sir Hyde Parker, Lord Nelson, and Rear Admiral Graves, three most distinguished Officers, had been selected; and, thus prepared, the armament proceeded to the North. To enter into all the particulars of the service was unnecessary; it was sufficient, therefore, to say, that the fleet, after passing the Sound, advanced to Copenhagen. Such was the situation of the enemy's force, that all our ships could not possibly be engaged. In these circumstances, Sir Hyde Parker had, with a degree of judgment which reflected the highest credit on his choice, appointed Lord Nelson, whose name has already been covered with splendour and renown, to the execution of the important enterpriſe. Great, however, as was the courage, the skill, and the ſucceſs which had been formerly diſplayed by this illuſtrious Commander at Aboukir, it was not greater than that which had been exhibited in the attack upon the fleet moored for the defence of Copenhagen. But this was not all. After the line of defence was deſtroyed, and whilſt a tremendous fire was ſtill continued, Lord Nelſon retired to his cabin, and addreſſed a letter to the Prince Royal of Denmark. He then aſked that a flag of truce might be admitted to land, adding, at the ſame time, that if this was denied, he muſt be obliged to demoliſh the floating batteries which were in his power; and that in ſuch caſe he could not anſwer for the lives of the brave men by whom they had been defended. To the anſwer, which required to know the motive of ſuch a meſſage, his reply was—that his only motive was humanity; that his wiſh was to prevent the further effuſion of blood; and that no victory which he could poſſibly gain would afford him ſo much pleaſure as would reſult from being the inſtrument of reſtoring the amicable intercourſe which had ſo long exiſted between his Sovereign and the Government of Denmark. Lord Nelſon in conſequence went on ſhore, and was received by a brave and generous people—for brave they had ſhewn themſelves in their defence, and generous in the oblivion of their loſs—with the loudeſt and moſt general acclamations. The Prince Royal of Denmark had alſo received his Lordſhip in a manner conformable to his high character. The negociations which enſued between them it would be highly improper for him now to ſtate; but this he muſt obſerve, that Lord Nelſon had ſhewn himſelf as wiſe as he was brave, and proved that there may be united in the ſame perſon, the talents of the Warrior and the Stateſman! The manner in which he ſpoke of Admiral Graves, Colonel Stuart, and the reſt of the Gentlemen who had cooperated with him, ſhewed the kindneſs of his nature and the gallantry of his ſpirit. He gave, in fact, due praiſe for their good conduct to all.

Mr. Addington concluded a very complimentary ſpeech by moving a vote of thanks to Sir Hyde Parker "for the able and judicious diſpoſition which he had made of the Fleet under his command, when the line of defence before Copenhagen was forced, and a ſignal victory obtained.

The Vote of Thanks to Sir Hyde Parker, was then put and carried, *nem. con.*

The Thanks of the Houſe were then voted in like manner, to Lord Nelſon, Admiral Graves, and Colonel Stuart of the 49th regiment, and the other Officers.

The approval and acknowledgement of the conduct of the Seamen, Soldiers, and Marines, was alſo paſſed, *nem. con.*

Mr. Addington then moved an Addreſs to his Majeſty, that a monument might be erected to the memory of Captains Riou and Moſſe in the Cathedral of St. Paul. He ſaid, at the ſame time, that due attention ſhould be paid to their ſurviving relatives.—The Motion was agreed to.

* * *

When copies of the Gazette Extraordinary, of the defeat of the Daniſh fleet, were received by the Hon. Admiral Cornwallis, off Breſt, a copy was ſent on board every ſhip of war in the fleet, and read to the ſhip's company from the quarter deck. On finiſhing the reading, a ſignal was made from the flag-ſhip of each diviſion, when the whole fleet manned ſhip, gave three cheers, and fired a Royal Salute. The account of this victory was received with the moſt enthuſiaſtic marks of joy throughout the whole fleet.

MELANCHOLY CIRCUMSTANCES OF A SHIPWRECK.

Whitehaven, March 24.—The James packet, Captain M'Intosh, which sailed from hence for Liverpool, about one o'clock in the afternoon of Saturday, the 14th inst. struck upon a sand-bank between the mouths of the Lune and the Ribble, on the Lancashire coast, about seven o'clock the same evening. There were eighteen people on board, fifteen of whom unfortunately perished!—twelve of these were passengers. The survivors of this lamentable accident are, the Mate of the vessel, and two young men (Mariners) belonging to the town, who had taken passage in her. The following are the particulars:—

The James, about half past five o'clock, after sailing from Whitehaven, made the lower end of Walney. It was then blowing hard, with sleet. About half past eight, Captain M'Intosh said they would lay her to. At that instant she struck upon a sand bank, on the main, about four miles from Lytham. The stroke knocked off her rudder. They then let go the anchor; but she made so much water, that they cut the cable, intending to run her up, but she filled with water and laid down on the lee-side! The confusion and alarm upon deck was very great; and six persons were almost instantly washed off the deck, and no more seen! The remainder (twelve in number) climbed into the shrouds; but benumbed by the severity of the weather, nine of these dropped off one after another; the surviving three remained in the rigging till about half past five o'clock on Sunday morning, when the vessel ebbed dry, and they got on shore.

* * *

A letter from an Officer of the *Mars*, of 74 guns, gives the following particulars of their very distressed situation, off the shoals of the French coast, near *Isle de Bas*:—After the accident with the *Centaur* the *Canada*, of 74 guns, Hon. Capt. de Courcy, took her in tow; but, from her disabled state, the wind blowing a squall at North, right on the French shore, then but three leagues distant, and not a creek to run into if we should get embayed, her main-yard being carried away in the slings, the Canada's three top-sails split to rags, and fearing the Mars would run aboard her and disable both ships, Capt. de Courcy cut the tow-ropes, determining to stay by the Mars to the last extremity, and was getting ready to shift the officers and men, if he should drift too near in shore, when in this shocking suspense, nearing the shore fast, the wind lulled at N. and shifted round to E. N. E. by which providential change, and getting up a sail on the stump of the jury foremast, she hauled off shore, and the Canada got a tow-cable on board and towed her safe into this port.

Nothing can more evince the vigilance of the *Channel Fleet*, in observing the motions of the French in Brest, than the following extract of a letter from an Officer on board the *Cæsar*, dated March 26:—"Our advanced squadron of the Channel Fleet, commanded by SIR JAMES SAUMAREZ, never quitted the French coast in the late stormy weather. We were anchored during the violent gales in *Douarnenez Bay*, which is, in my opinion, one of the finest bays in the universe. It is sheltered from every wind but those from the W. ½ N. to W. ¼ S. and even that opening is protected by a reef of rocks. Although the height of the gale was in the worst direction it could have been, yet, having no very considerable sea, we rode it out remarkably well. We lay, much to the disappointment of the enemy, just without gun shot of the forts. They favoured us, however, with some shells. We found upon our re appearance off Brest, that six Spaniards had equipped themſelves, in addition to the six Frenchmen, probably with a design to attack us."

The Noble Lord at the head of the *Admiralty*, with a regard to the interests of the Navy which does him honour, has it in comtemplation, it is understood, to ameliorate the situation of Pilots on board his Majesty's vessels, by giving them births in their respective ships (to which they have not hitherto been entitled), and by placing them in a more respectable situation in other circumstances, with respect to the Officers and crews of such vessels, than they have before experienced.

The last list of Naval Officers consisted of 144 Admirals, 520 Captains, 437 Commanders, and 2299 Lieutenants.

Naval Courts Martial.

SHEERNESS, MARCH 31.

THIS day a Court-Martial was assembled on board his Majesty's ship *Ruby*, in this harbour, for the trial of Rear-Admiral TOTTY, and the surviving Officers and ship's crew of his Majesty's late ship the *Invincible*, for the loss of the said ship.

After the Court was sworn, Rear-Admiral TOTTY's narrative in a letter to the Admiralty, describing the melancholy fate of that ship and the greater part of her crew, was read, and sworn to by the Rear-Admiral, and proved by all the survivors to be a just and faithful statement. It went to prove, that the loss of the ship was solely owing to the ignorance of the Pilot and Master, who was himself a North Sea Pilot; for from Yarmouth Roads, or rather after getting through the *Thackle*, the ship was steering with a free wind, and till half an hour before she struck they had the advantage of the land in sight to assist them. When she struck, the Pilot and Master asserted that it must be on a bank unknown, or on a *knowl* that had recently been made by some convulsion. However they were deceived, and it proved to be no other than *Hamond's knowl*, on which they were drawn by a most rapid tide, allowance for which they had not made.

After all the evidences were examined, and after a very short deliberation, Rear-Admiral Totty, the surviving Officers and crew were acquitted. By every thing that appeared, the steady cool subordination that prevailed, from her first striking until the fatal moment that she went down, bespoke her high state of discipline, and makes us the more deplore the loss of an Officer like Captain RENNIE, who could, out of a raw ship's company, produce such order and regularity to the last. The feeling that Admiral TOTTY and the survivors shewed during the whole proceedings was extremely creditable to themselves. When the Admiral spoke of his Captain, it was with such feeling and emotion that he could with difficulty support himself.

April 4. A Court Martial was held on board the same ship, to try Mr. THOMAS SCOTT, Boatswain of the *Prince Edward* Receiving Ship at *Chatham*, for striking the Centinel when on duty, and for mutinous behaviour to Lieutenant GRAVES, Commanding Officer of the *Lion* (which ship's crew was then on board the Prince Edward); when the charges being proved in part, the Court rendered him incapable of ever again serving as an officer in his Majesty's Navy, and to serve before the mast, in such of his Majesty's ships as the Lords Commissioners of the Admiralty shall direct.

PORTSMOUTH, APRIL 1.

THIS day a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of Captain DUNCAN, his Officers, and ship's company, for the loss of the *Scout* sloop, on the Shingles, in her passage through the Needles.

Vice-Admiral GAMBIER, President.

M. GREETHAM, Esq. Judge-Advocate.

After hearing the narrative of Captain Duncan, the Court was of opinion that the loss of the said sloop was occasioned by her being drifted on the Shingles by the rapidity of the tide, after she was tacked, and before she got head-way through the water, the ship having put in stays, by the Pilot's directions, whilst the proper mark (being the light of Hurst Castle,) was in sight, and that no blame was imputable to the said Captain Henry Duncan, his Officers, the Pilot, or ship's company, for their conduct upon that occasion.

Same day, Andrew M'Pherson, a seaman belonging to the *Hind*, was tried for desertion. He being found guilty, was sentenced to receive three dozen lashes on board the said ship.

9. A Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, on JOHN KING, (2d,) JOHN BETHAM, JOHN FOREST, WILLIAM BYRNE, A. M. SCOTT, HENRY BLAKE, JOHN FARISH, and JOHN MARSH, belonging to the *Active* frigate, for writing anonymous letters, endeavouring to make mutinous assemblies, and for uttering seditious and mutinous words.

Evidence having been examined on the part of the prosecution, and the prisoners heard in their defence, the Court, after a mature and deliberate consideration, passed the following sentence:—King, to receive 500 lashes; Betham and Forest, 300 each, and Byrne, 50, from ship to ship; Scott and Farish, three dozen each, on board their ship.—Marsh was acquitted.

A. PATTERSON, belonging to the same ship, was also tried, for desertion; and being found guilty, he was sentenced to receive fifty lashes.

15. A Court Martial was held on board his Majesty's ship *Gladiator*, for the trial of THOMAS HALL, WILLIAM BEZEN, and WILLIAM HARRIS, seamen, belonging to the *Liberty* brig, for desertion.

The prisoners were all found guilty, and sentenced to receive 100 lashes each.

EAST INDIA REPORT.

APRIL 10.

YESTERDAY the Pursers of the following East Indiamen arrived at the India House with the agreeable intelligence of their being safe off Portsmouth, after a passage of sixty-one days from St. Helena, having left that island on the 6th of February last, under convoy of his Majesty's ship Arethusa.

From China.—The Royal Charlotte, Captain William Roper; Cuffnells, Captain Charles Bowland Cotton; Walmer Castle, Captain George Bonham; Glatton, Captain Charles Drummond; and Thames, Captain Robert Williams; regular ships.

From Bengal.—Princess Mary packet, Captain Nash; Queen, and Bengal Anna, extra ships.

From Bombay.—The Scaleby Castle and Upton Castle, extra ships.

Whalers.—The Hillsborough, Union, and Aurora.

The Thames left China in the middle of August, and brings the latest accounts from Canton.

No ships were at St. Helena when the above sailed from thence; but the Company's ship Britannia, Captain Thomas Barrow, which has been out two years, was looked for daily, from Bengal.

April 14. A General Court of Proprietors of East-India Stock assembled at the India house, pursuant to notice given for that purpose, in order to determine by ballot, the following question:

"That this Court confirm the Resolution of the Court of Directors of the 28th January last, whereby the Commander and Owners of the ship Queen are fully acquitted from all imputation of neglect or misconduct, in respect of the loss of that ship."

At six o'clock, the glasses being finally closed, were delivered to the scrutineers, who made their report, that the Commander and Owners of the Queen are fully acquitted from all imputation of neglect or misconduct, in respect of the loss of that ship.

PLYMOUTH REPORT,

FROM MARCH 27 TO APRIL 26.

March 28. Wind W. Fair and Mild. This day observations with proper instruments, were made on the Hoe, by A Frazer, Esq. Master A tendant at the dock-yard, to ascertain the true bearings of the three Land Marks there, with the black, white, and red buoys in the sound. Sailed for Torbay, the Barfleur, of 98 guns, Rear-Admiral Collingwood.

29. Wind S. W. Cloudy, Small Rain. This day a seaman, of the St. Fiorenzo, of 40 guns, lying in the Sound, fell from the main-yard and broke his thigh in so complex a manner that he died of a locked jaw within a few hours after his arrival at the Royal Naval Hospital. Sailed for Torbay, the Formidable, of 98 guns, Captain Grindall, also on a cruise, the Plover, of 18 guns, Captain Galway; and the Childers, of 16 guns, Captain Crawford.

30. Wind S. E. Fair. Letters from the Thames, of 32 guns, Captain Lukin, dated Madeira, the 2d instant, state her safe arrival there, after a gale of wind in the Bay, mention is made of the squadron, under Rear-Admiral Calder, being gone on to the West Indies.

31. Wind S. E. Fair. Sailed the Fiorenzo, of 40 guns, Captain Paterson, and Santa Margaretta, of 36 guns, with the outward-bound fleet for Gibraltar and Malta, also for Ireland, with a convoy, the Revolutionaire, of 44 guns, Captain Twysden; she took with her a valuable ordnance transport. Sailed the Centaur, of 74 guns, and Mars, of 74 guns, Rear-Admiral Thornborough, to join the Channel Fleet.

April 1. Wind S E. Rain.

2. Wind S. E. Fair. Passed down the Channel Fleet, under the command of Honourable Admiral Cornwallis, for their station off Brest. Passed down the outward bound East India fleet, under convoy of the Superb, of 74 guns, Captain Sutton, Venerable, of 74 guns, Captain S. Hood, and Cambrian, of 44 guns, Honourable Captain Legge, the two former are to see them off Madeira, and the Cambrian goes on to the Cape.

3. Wind S. E. Fair. This day sailed to join the Channel Fleet, the Royal George, of 110 guns, Captain Purvis, she was paid yesterday.

4. Wind S. E. Fair.

5. Wind N. E. Fair. It appears by the Nile lugger, that the squadron under the orders of Sir E. Pellew, Bart. was left blocking up in a port near L'Orient, two French men of war, and a frigate under Admiral Nielly, which had escaped from L'Orient, it is supposed to join Gantheaume's squadron, the Nile spoke Admiral Cornwallis all well the 3d instant. Arrived at noon, L'Heros French privateer, of St Maloes, of 16 guns, and 50 men, out 5 days and had not made any prizes, captured after a long chace by the Viper, of 14 guns, Lieutenant J. Coghlan; the Atalante, of 18 guns, Captain Griffiths, in sight.

6. Wind S. W. Fair. Came in a galliot, of Lubeck, detained by the Doris, of 44 guns, Captain Halliday, the Doris has captured several French chasse maries bound coast wise. Came in the Brilliant, of 28 guns, Honourable Captain Paget, from the Bay, she experienced the fury of the gale on the 20th ult. and for several days she made so much water, and strained so much, that they were obliged to throw overboard 14 guns, she was previously chased by Nielly's squadron, and escaped in the night. Came in the Garland, of 24 guns, Captain Honeyman, with a French brig her prize, laden with wheat.

7. Wind S. W. Hard Rain. Came in the Swan brig, captured the 1st instant, and re-captured, close in with Isle Bas, by the Suffisante, of 14 guns, Captain Whitman. Came in a Newfoundland brig, the William, Wadland

Master, taken the 2d instant, off the Manacler, by the Renard, French privateer, 10 guns, and 60 men, Citizen Niquet, and sent for France; La Renard had also taken a brig, with corn for Plymouth, the William being within Isle Bas, 5 leagues on the 3d instant, the Dasher, of 18 guns, Captain Tobin in sight, the William was most gallantly cut out (under a heavy fire from a battery) by the Dasher's boat armed, commanded by Lieutenant Oliver, who brought her clear off in a very spirited style. Came in a brig, with wheat from London, cut out by the boats of the Trent, of 38 guns, Sir Edward Hamilton, by which Lieutenant Taite, of the Marines, lost his leg, and four men wounded. Came in the Trent, she anchored in Cawsand Bay.

8. Wind S. W. Fair. Came in last night, the Atalante, of 18 guns, Captain Griffiths, from a cruise, also two neutrals, detained by the Doris, of 44 guns, Captain Halliday. Sailed to join the Channel fleet, the Terrible, of 74 guns, Captain Fayerman. Went into the Sound, the Concorde, of 36 guns, Captain R. Burton, having repaired her damages which she sustained in a gallant action with a frigate of 44 guns, La Bravure of Gantheaume's squadron, in the Bay of Biscay, on the 27th of January last, which La Concorde effectually silenced, but was forced to leave her. The Namur, of 98 guns, and the Audacious of 74 guns in dock, are coppered, and go out of dock on the 18th instant.

9. Wind S. W. Blows Hard. Letters from an officer of the London, of 98 guns, dated off the Schaw, the 24th ult. state that the fleet were all in high spirits, and had been clear for action for 4 days. This morning, the Orion, of 74 guns, and Majestic, of 74 guns, made signals to go into Cawsand Bay, but it blowing too hard, they struck the signals at 2 P. M.

10. Wind S. W. Blows Hard. Letters from an officer of the Success frigate, captured by Gantheaume's squadron, the 18th February, dated Alice, the 13th March, near Toulon, state that they had been plundered by the French seamen, but were comfortable at Alice, and had written for assistance to Captain Cotes, the British commissary in France. Sailed the Nile lugger, Lieutenant Newton, with dispatches and fresh stock for Admiral Cornwallis, off Brest. Came in a French chasse marie with wheat and flour, taken by the Leda, of 38 guns, Captain Hope. Sailed the Brilliant, of 28 guns, Honourable Captain Paget, with a convoy for the Downs.

11. Wind W. N. W. Fair. Went into Cawsand Bay, the Orion, of 74 guns, and Majestic, of 74 guns, the former goes to Spithead, to be manned, and then to join the North Sea fleet. The Majestic, of 74 guns, Captain D. Gould, is to join the Channel fleet. Went into the Sound, and sailed directly, the Boadicea, of 44 guns, Captain Keates, the Donnegal, of 84 guns, and L'Hercule, of 74 guns, are to go into dock to be repaired. Orders came down this day to the yard, to survey that beautiful corvette, La Jeune Arnette, of 16 guns, previous to her being taken into the service.

12. Wind W. N. W. Great fall of Snow. Came in the Nancy, of 16 guns, Captain Davidson, from Sierra Leone to London, with oil, ivory, and dye-wood, she sailed the 25th February, from Sierra Leone, was captured the 2d instant, by La Braave, of 36 guns, and 260 men, and recaptured the 6th instant, by the Cambrian, of 44 guns, Honourable Captain Legge. La Braave took out for security, 250 ounces of gold from the Nancy, the officers of La Braave behaved very well to Captain Davidson, and his ships company, the Cambrian was left in chace of La Braave. Came in the Eliza, Eliza and Jane, and Lardiore from Oporto, with wines, part of 126 sail of vessels from that port with 3500 pipes of port, under convoy of the Maidstone, of 32 guns, Captain Donnelly; they left Oporto the 27th ult. the remainder passed up all well last night for the Downs.

13. Wind N. N. E. Fair. Sailed the Garland, of 24 guns, Captain Honeyman, on a cruise off Isle Bas. Went into the Sound the Trent, of 38 guns, Captain Sir E. Hamilton.

14. Wind E. N E. Rain. Came in the Centaur, of 74 guns, Captain Littlehales, with the loss of her main and main-top-mast, in being ran foul of in the night of the 10th instant, off the Black Rocks, by the Mars, of 74 guns, Rear-Admiral Thornborough. Two men were killed and four wounded by the falling of the main mast. She rigged up a jury main-mast, and bore away for this port. Came in the Lapwing, of 38 guns, Captain Rotheram (with a detained Dane), from a cruise. Also from a cruise La Loire, of 48 guns, Captain Newman; and the Jason, of 36 guns, Honourable Captain Yorke, having carried away her head burts in a gale of wind. From a cruise also, the Ambuscade, of 40 guns, Hon. Captain Colville.

15. Wind E. N. E. Fair. Sailed the Trent, of 38 guns, on a cruise. Came in the Beaver, Captain O'Connor, from Oporto for London, with wine. She parted company with the convoy the 2d instant, and was captured the 10th by La Braave French privateer, of 18 guns and 70 men, the Captain of which put on board a prize-master and four men, leaving only Captain O'Connor and a boy on board the Beaver. He contrived to secure the French prize master, by seizing him and tying his hands behind him in the cabin, and locked the cabin-door; then ran on deck with a crow bar and pistol, and in the scuffle the steersman fell overboard, and was drowned. The other three being aloft in the tops, he took the helm, and ordered them to stay there, or he would shoot them. In this anxious state he remained all night, the Beaver making very little way, being very leaky: the morning's dawn proved propitious, for on his weather-bow he descried a frigate bearing down towards him. He contrived to make a signal of distress; and the Loire, 48 guns, Captain Newman, bore down, sent a boat with an officer and eight men to assist, and brought her safe in here. Great praise is due to Captain O'Connor for his coolness and presence of mind in saving a valuable ship and cargo to the owners and underwriters.

16. Wind S. E. Fair. Sailed the Catharina Anna, Spanger. She was detained by the Anson, 44 guns, two years since, from Batavia to Hamburgh, and released by the Court of Admiralty, on paying her own costs. She was again detained off the Eddystone, and sent back by the Trent frigate. This day the Renard, 26 guns, Captain Spicer, was paid prize-money, and sailed directly. Came in from a cruise, and sailed directly, the Spitfire, of 24 guns, Captain Keen.

17. Wind W. N. W. Fair. This morning the Namur, 98 guns, and Audacious, 74, went out of dock, along-side the Jetty Head, and the Donnegal 84, and Hercule 74, were taken into dock, and their copper stripped off.

18. Wind N. N. E. Fair. Came in the Providence, of Jersey, recaptured by the Valiant lugger, the Lizard bearing W. N. W. ten leagues. She was captured by a French privateer, of 14 guns, of which the Valiant was left in chase. Came in the transport No. 103, to take in a company of royal artillery for Dublin. Came in the Venturier, Lieutenant Birdwood, with a convoy from the eastward. Went into the Sound, the Urania, 44 guns, Captain H. Gage.

19. Wind E. N. E. Fair. Sailed the Majestic, 74 guns, Captain Gould, to join the Channel fleet. Came in the Doris, 44 guns, Captain Halliday, from a cruise. Sailed on a cruise off the Coast of Spain, the Urania, 44 guns. Came into Cawsand Bay, the Apollon French cartel, from Morlaix, with English prisoners. She was put under the care of a gun-boat, to prevent any improper connection with the shore. Sailed on a cruise, the Lapwing, 38 guns, Captain Rotheram.

20. Wind W. N. W. Fair. The Centaur, 74 guns, got in her new main-mast in Cawsand Bay. This forenoon came in the Canada, 74 guns, Hon. Captain De Courcy, having in tow the Mars, 74 guns, Rear-Admiral Thornborough, which had carried away her head, bowsprit, fore-mast, and main top-mast, on the 10th, by running foul of the Centaur off the Black Rocks. She had nearly been on shore among the shoals of the Isle of Bas, but being moderate weather, she got off the land in safety.

21. Wind W. N. W. Fair. Came in the Plymouth lugger, from a cruise; also a large Danish ship. Went into the Sound, having repaired her damage, the Triton, 32 guns, Captain Fitzgerald. She had received all her new guns from the arsenal.

22. Wind E. Fair. Came in L'Audacieux French lugger, of 14 guns and 70 men, taken by the Venerable, 74 guns, Superb 74, and Cambrian 44, in lat. 42. The prize-master left the East India fleet all well the 18th of March. The Venerable, 74 guns, by her boats, had taken out the sinking crew of a Spanish brig water-logged, and she went down soon after. Came in the Lady Charlotte, 14 guns, Lieutenant Morris, with a French lugger privateer, La Perfect de la Mouche, of 14 guns and 70 men, Citizen Mussuerow, of Cherbourg, taken after a long chase between the Start and Portland, the Sheerness in company. They also retook a coasting convoy, of five vessels, her prizes, laden with lead ore and other articles of value, from Liverpool and Chester for London. Mr. Artey, of the brig Vigilant, while dining on board with Citizen Mussuerow, was unfortunately killed by a spent six-pound shot from the Sheerness, Lieutenant Talbot, which he fired in chace. Sailed the Jason, 38 guns, Hon. Captain Yorke, on a cruise.

23. Wind E. N E. Fair. Came in the Speedwell armed schooner, Lieutenant Tomlinson, from Rhodes, with dispatches, which were landed at Mount's Bay, with Lieutenant Tomlinson, who set off express for London. He touched at Mahon, and brought passenger Lieutenant Jump, late of the Sprightly cutter, sunk by Gantheaume's squadron in the Straits before the Speedwell left Minorca The Phœbe, 36 guns, Captain Barlow, had arrived there with his well-earned prize L'Africaine, of 48 guns and 750 seamen and troops, captured by the Phœbe after a gallant action of three hours. L'Africaine being crowded lost upwards of three hundred men killed and wounded; the Phœbe only one man killed and six wounded, owing to the superior skill of Captain Barlow and his highly-disciplined ship's company. She was laden with arms and stores for Egypt, and sailed from Rochefort in company with La Degenerée, of 48 guns, and parted company with her in the Gut of Gibraltar. She was refitting for sea, and the Phœbe preparing to come to England, when the Speedwell left the Island. [See *Gazette Letters*.]

24. Wind E. N. E. Fair. Came in by a contrary wind the Good Design, 24 guns, Captain Elliot, with troops, for Jersey and Guernsey. That beautiful brig La Jeune Annette, now Paisley, of sixteen six-pounders, is commissioned, and the command given to Lieutenant W. Wooldridge, late of the Centaur; and the Insolente gun brig, of twelve thirty-two pound carronades, is commissioned, and given to that veteran Officer, Lieutenant Burians, father of Captain Burians, of the royal navy, and now in the Earl of Oxford armed ship at Malta.

25. Wind E. N. E. Fair, Blows hard. This day was paid the Triton, 32 guns. She sailed on a cruise directly for the coast of France.

PORTSMOUTH REPORT,

FROM MARCH 21 TO APRIL 27.

March 21. Arrived the Neptune, of 98 guns, Capt. Vashon, from the Channel Fleet, to receive the flag of Vice-Admiral Gambier; and the Lapwing, of 18 guns, Captain Rotheram, from Portland Roads, with the Oporto fleet under convoy, which sailed from hence on the 23d ult. Sailed the Endymion, of 44 guns, Captain Durham, for Lisbon, to bring home his Royal Highness Prince Augustus; Anson, of 44, Captain Cracraft; Fortuné, of 44, Captain Lord A. Beauclerk; and the Trent, of 36, Captain Sir Edward Hamilton, on a cruise.

23. Arrived La Pomone, of 44 guns, Captain Gower, from Yarmouth.

25. Arrived La Loire, of 44 guns, Captain Newman, from a cruise off Cherbourg.

27. Arrived the Beaver, of 16 guns, Captain Jones, from a cruise.

30. Sailed the Beaver, Captain Jones, on a cruise.

31. Arrived the Union cutter, Lieutenant Rowed, from a cruise; Kangaroo, of 18 guns, Captain Pulling, with a large convoy from the Downs, amongst which are several outward bound East Indiamen. Sailed the Venerable, of 74 guns, Captain Hood; Superb, of 74, Captain Keats; and the Cambrian, of 44 Hon. Captain Legge, with the East India convoy; Sophie, of 18, Captain Burdett, with a convoy for Newfoundland; Aurora, of 28, Captain Caulfield, on a cruise; and the Rambler, of 14, with several transports for Jersey.

April 1. Sailed the Active, of 36 guns, Captain Davers, and Union cutter, Lieutenant Rowed, on a cruise.

4. Sailed the Neptune, of 98 guns, Vice-Admiral Gambier, Captain Brace, to join the Channel Fleet.

6. Sailed the Castor, of 32 guns, Captain Hale; Porcupine, of 24 guns, Captain Evans; Camel (store-ship), Captain Buckle, and the Plover, of 16 guns, Captain Galwey, with a large and valuable convoy for the West Indies; also, the Alkmaar (hospital-ship), Captain Poulden, to join the North Sea Fleet; La Loire, of 44 guns, Captain Newman, on a cruise off Havre; and the Aurora, of 28 guns, Captain Caulfield, for Lisbon.

7. Arrived the Sea-Gull, of 18 guns, Captain Burrows, from a cruise.

8. Arrived the Racoon, of 18 guns, Captain Rathborne, and Liberty brig, from Jersey.

9. Arrived the Fortunée, of 44 guns, Captain Lord A. Beauclerk, from a cruise, with a French schooner, her prize.

11. Sailed the Vengeance, of 74 guns, Captain Duff, to join the North Sea Fleet.

13. Arrived the Arethusa, of 38 guns, Captain Wolley; Savage, of 16 guns, Captain Webley, and Good Design, armed ship, Captain Elliott, with a large convoy for the Downs, amongst which were several outward bound East Indiamen; Maidstone, of 36 guns, Captain Donnelly, after convoying a large fleet from Oporto, part of which arrived here with her. The Arethusa brought in with her a French lugger privateer, of 14 guns, and 57 men, which he captured off Dunnose.

14. Arrived the Rambler, of 16 guns, Captain Rye, with the loss of her main-boom, carried away in chasing a French privateer.—Sailed the Fortunée, of 44 guns, Captain Lord A. Beauclerk, on a cruise, and the Sea-Gull, of 18 guns, Captain Wainwright, for Jersey.

15. Arrived the Brilliant, of 28 guns, Hon. Captain Wodehouse, from Plymouth Sailed the Constance, of 28 guns, Captain Mudge, with a convoy for Lisbon; Helder of 28 guns, Captain Phillips, on a cruise, and the Salvage, of 16 guns, Captain Webley for the Downs.

17. Arrived the Eurydice, of 24 guns, Captain Bathurst, from Plymouth.

20. Arrived the Camilla, of 20 guns, Captain Larkan, from the Downs; Netley schooner, Lieutenant Mein, from Lisbon; and the Grappler gun-brig, Lieutenant Considine, with a convoy from Plymouth. Sailed the Vanguard, of 74 guns, Captain Sir Thomas Williams, to join the Baltic Fleet; Maidstone, of 36 guns, Captain Donnelly; Brilliant, of 28 guns, Hon. Captain Wodehouse, with a large convoy for the Downs.

21. Sailed the Hind, of 28 guns, Captain Larcom, and Eurydice, of 24 guns, Captain Bathurst, with a convoy for Quebec. The Eurydice returns after seeing the convoy as far as the Western Isles.

22. Arrived La Pomone, of 44 guns, Captain Gower, from Yarmouth. Sailed the Camilla of 20 guns, Captain Larkan, for Newfoundland.

23. Arrived La Loire, of 44 guns, Captain Newman, from a cruise off Cherbourg. Sailed the Arethusa, of 38 guns, Captain Wolley, with the Earl Howe, Henry Dundas, Lord Thurlow, Preston, and Princess Charlotte, (East Indiamen), under convoy, for Madras and Bengal.

25. Arrived the Hind, of 28 guns, Captain Larcom, from Jamaica, last from Halifax. Captain Bingham, late of the America, came passenger in her.

27. Arrived the Venerable, of 74 guns, Captain Samuel Hood, and Superb, of 74 guns, Captain Keats, from the Channel Fleet.

Promotions and Appointments.

WHITEHALL, APRIL 21, 1801.

THE King has been pleased to grant the dignity of a Viscount of the United Kingdom of Great Britain and Ireland, to the Right Honourable John Earl of St. Vincent, Knight of the Most Honourable Order of the Bath, and Admiral of the White Squadron of his Majesty's Fleet, and to the heirs male of his body lawfully begotten, by the name, style, and title of Viscount St. Vincent, of Meaford, in the county of Stafford, with remainders severally and successively to William Henry Ricketts, Esq. Captain in the Royal Navy, and the heirs male of his body lawfully begotten, to Edward Jervis Ricketts, Esq Barrister at law, Brother of the said William Henry Ricketts, and Sons of Mary Ricketts, by William Henry Ricketts, Esq. late of the Island of Jamaica, deceased, and Sister to the said John Earl of St. Vincent, and the heirs male of his body lawfully begotten, and the dignity of Viscountess St. Vincent, of Meaford, in the said county of Stafford, to the Right Honourable Mary Countess of Northesk, Daughter of the said Mary Ricketts, and the Widow of William Henry Ricketts aforesaid, and the dignity of Viscount St. Vincent to the heirs male of her body lawfully begotten.

Admiral Sir John Colpoys is appointed a Director of Greenwich Hospital, in the room of W. T. Astel, Esq. deceased.

The Hon. Captain Curzon is appointed to the Audacious.

The Hon. Captain De Courcy, of the Canada, to the Namur.

Captain Yorke, of the Jason, to the Canada.

Captain V. V. Ballard, to the Jason.

Captain William Bligh, who commanded the Glatton in the late engagement off Copenhagen, to the command of the Monarch; he is coming home in her, and, upon his arrival, takes the command of the Irresistible, now fitting at Chatham.

Captain Digby, to the Resistance; and Lieutenant W. Woolridge, of the Centaur, to the Sir Thomas Paisley corvette: she is fitting to carry dispatches to the Straits.

Sir E. Berry is appointed to the Ruby, of 64 guns, lying at Sheerness.

Captain Ferris, of the Ruby, to the Hannibal, fitting at Portsmouth.

Captain Giffard, to the Magnificent.

Captain W. Brown, to the Hussar.

Captain Mitford, to the Lion.

Captain Worth to the Renard, of 24 guns, *vice* Spicer, absent on leave.

Lieutenant W. Wilkinson, first of the Elephant, in the action off Copenhagen, is promoted to the rank of Commander, and appointed to the Holstein, of 64 guns, one of the ships captured from the Danes. This gentleman was a Lieutenant in the battle of the Nile, under Captain Foley, who then commanded the Goliath; he was there wounded in the head. His conduct, on both occasions, has been that of a good, loyal, and worthy Officer.

Captain Mudge is appointed to La Constance, of 28 guns, *vice* Haye.

Lieutenant J. B. Bogue, to the Bloodhound gun-brig, lately launched at Deptford.

MARRIAGES.

THE 26th ultimo, at St. Margaret's Church, Westminster, Lieutenant John Westhropp Odell, of the Royal Navy, to Miss Smyth, niece of Sir William Smyth, of Hill Hall, Essex, Bart.

At St. John's, Hackney, Joseph Knight, Esq. of the Royal Navy, to Miss Causton, second daughter of Mr. R. Causton, printer, of Finch-lane, Cornhill.

At Edinburgh, Lieutenant W. Wallis, of the Royal Navy, to Miss Knox.

OBITUARY.

LATELY, at his house in Hay, Breconshire, in the seventy-third year of his age, John Howorth, Esq. Rear-Admiral in his Majesty's Navy. This gentleman was promoted to the rank of Post Captain on the 4th of April, 1781, and was appointed to the Victory, in which ship he continued to serve under different Flag-Officers during nearly the whole remainder of the then current war. In 1799, being senior to Sir John Borlase Warren, who was then promoted to the rank of Rear-Admiral of the Blue, and wishing to retire from the service, he was put on the superannuated list of Flag Officers.

At Teignmouth, Devonshire, universally respected, Samuel Granston Goodall, Esq. Admiral of the White. He entered into the Navy at an early age, and was promoted to the rank of Lieutenant on the 1st of September 1756. He was from thence advanced to the station of Commander on the 2d of June 1760, and to that of Post Captain on the 3d of January 1762, he being then appointed to the Mercury of twenty guns. The early part of this gentleman's employment as a Captain appears totally unmarked with any memorable occurrence, for no subsequent mention is made, in any degree material, concerning him, till the commencement of hostilities with France in 1778, when he was appointed to the Defiance, of 64, and from thence, after a service of a few months, was promoted to the Valiant, of 74 guns, in which ship he continued to be employed in the Home or Channel service, till the end of the year 1781, when he was ordered to the West Indies with Lord Rodney. He there distinguished himself as well in the memorable action with the French fleet under the Comte De Grasse as subsequent to it. The Valiant was one of the squadron detached after the encounter under the orders of Sir Samuel Hood, now Lord Viscount Hood, for the purpose of picking up any straggling ships that might be endeavouring to make their escape after the late discomfiture. On the 19th of April, five sail were discovered, which afterwards proved to be the Caton and Jason, of 64 guns and 600 men each, fresh ships, which are said not to have been in the preceding actions, with two frigates and a corvette. A general chase of course immediately commenced; the Valiant being the headmost ship, and Captain Goodall impelled, as well by the eager desire of distinguishing himself, as of destroying the enemies of his country, crossed the shoals of Cape Roxo, at a very great risk of grounding: nay, it is even asserted that the ship's keel actually ploughed the soft sand, but was, by a great press of sail, forced over the shoals in safety. Captain Goodall came up with the enemy about three o'clock in the afternoon. The rest of the squadron, the Magnificent, and one or two other ships excepted, being either becalmed, or occupied in chasing the other vessels, the Valiant closed, first with the Caton *, which ship, after a short action, having fallen off with her bows towards the Valiant, was raked with good success, and immediately struck. The Jason endeavoured to escape, but being pursued by Captain Goodall, was, after a warm contest, which continued three quarters of an hour, compelled to surrender, as well as her companion. The Valiant had, on this occasion, only twelve men killed and wounded, the Gazette states only two killed and six wounded; but what considerably enhances the merit of this action is, that, in consequence of her losses in the course of the preceding engagements, the Valiant had no more than five hundred and sixty-five men on board fit for duty, while the crew of the Jason alone amounted to upwards

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* The Jason edging down at the same time to support her, both ships being within two point blank shot of each other.

of six hundred men, and that of the Caton to nearly as many. After this encounter, Captain Goodall served during the remainder of the war on the same station, under Mr. Pigot. He was appointed to the Princess Royal in the month of June 1790; but soon resigned that command, being, on the 29th of September following, advanced to the rank of Rear-Admiral of the Blue. He was raised to the same station in the Red Squadron on the 3d of February 1793; and having hoisted his flag on board the Princess Royal, repaired to the Mediterranean, as Commander of a division of the fleet sent thither under the orders of Lord Hood. On the surrender of Toulon, his Lordship appointed Mr. Goodall temporary Governor of the town till the arrival of Sir G. Elliot. This trust he executed with the greatest integrity and ability. He afterwards continued to serve on the same station, and was concerned in all the different encounters which took place till the end of the year 1795, when he struck his flag on account of the ill state of his health; a circumstance which, in all probability, prevented his accepting of any subsequent command. On the 17th of April 1794, he was raised to the rank of Vice-Admiral of the Blue. On the 4th of July following, to be Vice of the White. Admiral of the Blue on the 14th of February 1799; and, lastly, Admiral of the White on the 1st of January 1801.

Captain Carruthers, who was unfortunately drowned in his Majesty's ship Invincible, off Yarmouth, on the 17th ult. was the eldest son of the late Dr. Carruthers, a superannuated Surgeon of the Navy, and a brother to Mr. Robert Carruthers, at present a surgeon in the Navy.

Mr. Joseph Corfe, jun. (son of Mr. Corfe, organist of Salisbury cathedral); he was first surgeon of the Invincible, and among the unfortunate victims drowned on the coast of Norfolk; he was 29 years of age, and had received his appointment to the Invincible only a few days before Captain Rennie took the command.

Lately, at Yarmouth, aged sixty, Captain Phillip Deane, of the Diana packet.

Of a brain fever, after a very few days illness, Maurice Nelson, Esq. one of the Secretaries to the Navy Board, and brother to Lord Nelson: he was the favourite and elder brother of his Lordship. No man ever lived more truly beloved and respected by his friends and acquaintance, and none ever carried to the grave a more sincere and tender regret.

Captain Riou, who fell in the battle of the 2d instant, was the Officer who experienced such distress and displayed such magnanimity on the unfortunate occasion of the loss of the Guardian frigate.

Captain Mosse, who so bravely fell in the action of the 2d instant, commanded the Sandwich, at the Nore, at the time the alarming mutiny broke out on board that ship in the year 1797.

At Castleton, East Lothian, on the 12th ult. in the twenty-third year of his age, Lieutenant George Rennie, of the Royal Navy.

Lately, at Waterford, Doctor William Biston, formerly a Surgeon in the Royal Navy.

Lately, after a short illness, Miss Pye, daughter of Mr. Pye, Purser of his Majesty's ship Meleager.

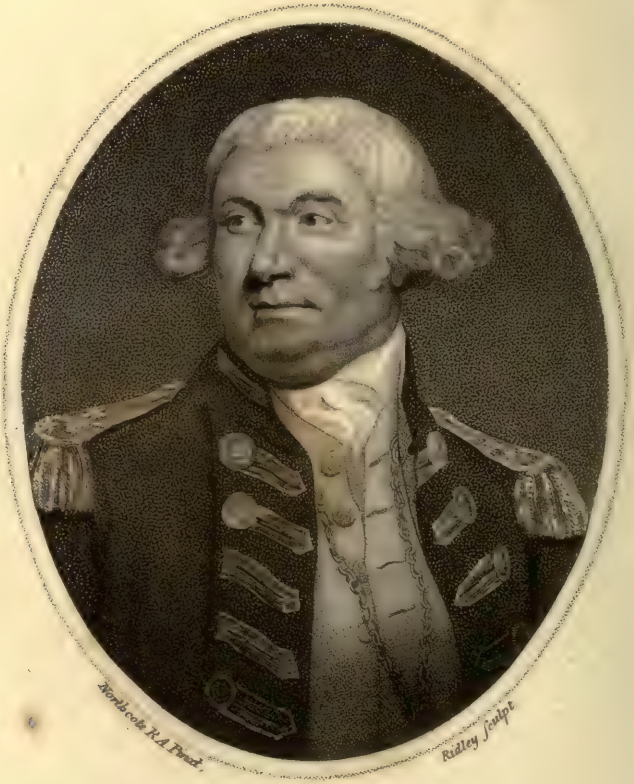
Lieut. Colonel Driffield, of the Marine forces. He was buried on Monday, in the garrison chapel, with military honours. General Avarne, Commander of the Marine forces at Portsmouth, and the whole of his brother Officers attended the burial. The solemnity of the scene was greatly increased by the band performing the dead march in Pizarro, so justly admired for its forcible effect on the feelings. He was lately married to a daughter of Vice-Admiral Bligh.

Erratum in the Firſt Page of this Number.

Inſtead of SIR HYDE PARKER, BART. read

SIR HYDE PARKER, KNT.

ADMIRAL OF THE BLUE SQUADRON.



Northcote R.A. Pinxt.

Ridley sculpt

THE RIGHT HON$^{\text{BLE}}$: THO$^{\text{S}}$: LORD GRA

Admiral of the White

AQUILA NON CAPTAT MUSCAS

BIOGRAPHICAL MEMOIRS OF
THE RIGHT HON. THOMAS LORD GRAVES,
ADMIRAL OF THE WHITE SQUADRON.

> Oh let me stay and gaze my fill,
> Gaze on that russet crowned hill,
> Whose base the ocean laves;
> Here Hawke might wish his last to breathe,
> Here valour's self shall weave the wreath,
> To deck the head of Graves. POEM ANON.

TO mingle bravery with prudence, and to add to the latter qualification as much spirit and activity in the hour of difficulty or danger, as shall be completely competent to the task of surmounting them, are the necessary characteristics of a great and good Officer. Few men have had more trying and urgent occasions of displaying those qualifications than the subject of the present memoirs, and none, perhaps, have had the satisfaction of passing through such trying scenes with greater real credit to themselves, although few have been so unhappy as to experience such ill fortune.

The moment of distress and danger overspreading and threatening to overwhelm a myriad beyond ourselves, becomes from that very circumstance peculiarly awful and oppressive: The miserable state of others, our companions, involved in the same fate, frequently paralyzes the efforts of the mind, and the man who in such an hour of extremity is not so far affected by the awful scene which surrounds him as to be completely enervated, merits not only the love and admiration of his companions, but their veneration of him as an hero.

Thomas Lord Graves is the second son of Rear-Admiral Thomas Graves, of Thancks, in the county of Cornwall *, at which place the gentleman last mentioned had settled in consequence of his second marriage with Elizabeth Budgell, daughter of the Rev. Giles Budgell, D. D. Rector of St. Thomas's, Exeter. Mr. Graves himself was descended from a family long settled in the county of York, which had originally passed into England from Bourdeaux, in Gascony. A branch of that which reached Britain after a considerable interval, settled at Little Wressil, in Yorkshire, and was collaterally related to that of Hugh Graves, who served as representative for the city of York, in several Parliaments during the reign of Queen Elizabeth. Both the families just mentioned are supposed to have been descended from the family of Les Graves, of Beghly, and Graves, of Derbyshire.

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* Rear-Admiral Thomas Graves was on the 1st of January 1712-13, appointed either to the Dunwich or the Dulwich, a confusion arising most probably from some mistake in the manuscript lists of Naval Officers which have been preserved. His several appointments were for many years of so undistinguished a nature, that we find no mention whatever made of him till the be-

His Lordship went first to sea at a very early age, under the protection of Commodore Medley*, who was at that

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ginning of the year 1728, when he was made Captain of the Assistance, a fourth rate of 50 guns. He continued in this ship until 1732, but does not appear to have been engaged in any service of the smallest consequence.

Lediard asserts the Assistance was one of the ships employed in the expedition to the Mediterranean under Sir Charles Wager in 1731, for the purpose of putting the Infant Don Carlos in possession of the Italian dominions bequeathed him by the Duke of Parma. In this instance, however, he is mistaken, the Assistance, as well as many other vessels, given as part of the armament in his account of the expedition alluded to, not having proceeded on it.

In 1734, he was promoted to the Swallow, of 60 guns, and ordered to join the fleet assembled under Sir John Norris, at Spithead. Soon after the actual commencement of the war with Spain in 1739, he was appointed Captain of the Norfolk, of 80 guns. That ship being ordered to join the fleet fitting for the expedition against Carthagena, he distinguished himself very much in the attack of St. Jago and St. Philip; and on the failure of that expedition, returned to England with Mr. Lestock. After this time he appears to have retired from the service, no mention being made of his having been appointed to any other ship. On the 15th of July 1747, he was promoted to the rank of Rear-Admiral, and put on the superannuated list, by which he became entitled to the half pay, 17*s.* 6*d.* *per* day during life. He died on the 1st of December 1755.

* This gentleman was in the year 1720, commander of the Pool fire-ship, one of the fleet sent into the Baltic under the orders of Sir John Norris, he was on the 17th of February 1721, promoted to the rank of Captain in the Navy, and appointed to the York a fourth rate, of 60 guns, in which ship he again served on the Baltic station. After his return he was ordered to join the squadron intended to be sent to Lisbon under Sir Charles Wager, which, as we have frequently observed, never put to sea. Early in the following year he

time Governor of Newfoundland, and where in consequence of the peaceable situation of public affairs at that time, he met with no opportunity of acquiring any other advantage

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was appointed to the Leopard, and sent to the Mediterranean. The only consequential mention that is made of him while employed there, is, having, in conjunction with Captain Scott of the Dragon, seized a ship called the Revolution, lying within the Mole of Genoa, upon information of her being in the Pretender's service.

Mr. Medley's next command appears to have been that of the Romney, a fifty gun ship, put in commission as one of the armament intended to be sent into the Mediterranean under the command of Sir Charles Wager, but which was one of those which did not proceed on that service. After this time he was appointed Governor and Commander in Chief on the Newfoundland station, which is the only subsequent mention made of him previous to the year 1741, when he commanded the Nassau, of 70 guns, one of the fleet employed in the channel under the orders of Sir John Norris. That Admiral returning into port with the principal part of the armament in the month of August, the Nassau was left with some other ships to cruise off the coast of Spain, as well in the hope of distressing the trade of the enemy, as protecting that of Britain. In this service he was at least very active, if not successful, having captured several small vessels, which, though of no great value, sufficiently proves his diligence and assiduity in attending properly to the service of his country.

He did not long remain in the Nassau, that ship being sent to the Mediterranean, under Mr. Lestock, in the following year, commanded by Captain Lloyd. We do not know any thing farther concerning him, except that for a short time he is said to have been First Captain to Sir John Norris, during the latter end of the year 1742, and the beginning of the following, till his promotion on the 19th of June 1744, to be Rear-Admiral of the White, which was his first flag. In the month of November he was appointed to command a small squadron ordered to cruise in soundings, and sailed on the 18th on that service, in company with Vice-Admiral Davers, who was proceeding with a squadron to Jamaica. Mr. Medley diligently kept his station though at the most inhospitable season of the year, not having returned to Spithead till the 23d of January. He met with some good fortune, having captured two or three valuable prizes, which, though a success by no means adequate to his wishes or deserts, was greater than that which had attended many expeditions of more consequence, though under the command of men of the most distinguished popularity. On the 23d of April 1745, he was advanced to be Vice-Admiral of the Blue, having been a few days before appointed to command a squadron sent to the Mediterranean, where, on his arrival, he was to take on him the chief command.

The war in that part of the world had languished for some time, as must ever be the case when there is no enemy, or at most, an impotent one, to contend with. The cautious conduct pursued by France and Spain ever since the encounter off Toulon, compelled the presence of a British armament in those seas, at an enormous inconvenience and expence, but with very little difficulty or trouble to themselves. Their ships in constant state of equipment continued in their ports without incurring danger or even risk, and by employing so than a complete knowledge of his profession, suited to the rank he then held, which he was the better enabled to do as serving under the auspices of one of the most intelligent and able Officers then in the British Navy. Soon after the commencement of hostilities with Spain he repaired on board the Norfolk, of 80 guns, a ship at that time commanded by his father, under whom he served at the memorable attack and siege of Carthagena, carried on under the command of Admiral Vernon, on which occasion the Norfolk had the dangerous honour of being appointed to lead the attack made on the batteries which defended the harbours *. The enterprise having failed, the Norfolk returned

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large a portion of the British naval force to watch them, afforded them every assistance which they could have derived from their meeting it in open combat. This politic behaviour on the part of the foe, although demanding the utmost diligence and care on the part of the British Admiral, afforded but little, or indeed no opportunity of acquiring that degree of celebrity necessary to establish a popular character. Nevertheless the temperate part of his countrymen cannot in justice withhold from him that cool and sober kind of applause which is the undeniable tribute due to every honest, careful, and assiduous Commander. On the 15th of July 1747, Mr. Medley was advanced to the rank of Vice-Admiral of the Red, and continued in the very unenviable station we have already described till the time of his death, an event which took place at Vado on the 5th of August 1747, he then having his flag flying on board the Russel.

* On the 25th of February 1741, the fleet sailed from Tiberoon, Donna Maria, and Irish bays, where it had anchored to wood and water. The Weymouth, Experiment, and Spence sloop, were dispatched ahead over to Carthagena, to sound Punta Canoa Bay, for the safer anchoring the fleet, which arrived there on the 5th of March in the evening; and three days after, the same ships, together with the Dunkirk, were ordered by the Admiral down off Boccachica, to sound and see if the fleet might safely anchor there, and how near ships might come to batter the forts of St. Philip and St. Jago. So soon as the Admiral had received the reports from the Commanders of these ships, a council of war was held, wherein it was resolved to send three eighty gun ships, the Norfolk, Captain Graves, the Shrewsbury, Captain Townsend, and the Russel, Captain Norris, to batter the forts above mentioned; the Princess Amelia, Captain Hemmington, to fire against the fascine battery, and the Litchfield, Captain Cleveland, against the little battery of Chamba (but these two last the enemy had abandoned); and accordingly on the 9th in the morning they weighed anchor from Punta Canoa Bay, together with Sir Chaloner Ogle, and the rest of his division (he being to command the attack), and about two hours afterwards the Admiral and the rest of the fleet got under sail. At noon the Norfolk, Russel, and Shrewsbury, began to cannonade the fort, and in about three hours time drove the enemy from their guns, obliging them to abandon their forts.

to England in the month of August with Mr. Lestock, and was not long afterwards sent under the orders of the same Officer to the Mediterranean, where Mr. Graves continued to serve in the capacity of a Midshipman till the 25th of June 1743, when he was promoted by Mr. Matthews, who had been sent over from England to take upon him the chief command of the naval force in that quarter, to the rank of Lieutenant. In this station he served on board the Romney, of 50 guns, at the time of the memorable encounter with the combined fleets of France and Spain off the islands of Hieres, in the month of February 1743-4. The Romney being only a fifty gun ship was consequently not concerned in the encounter, but Mr. Graves was nevertheless one of the witnesses examined on the trial of Mr. Matthews, the Commander in Chief *.

After the termination of the civil dispute which immediately followed the more active professional scenes, Mr. Graves seems to have particularly attached himself to, and to have been very materially noticed by Mr. Lestock, under whom he served as Second Lieutenant on the successless expedition undertaken against Port L'Orient. The squadron destined for this service had been originally intended for the reduction of Canada, but that expedition being too long delayed, was at last obliged to be abandoned, as the French in consequence of the dilatory manner in which the first

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This success was obtained with the loss of only six men aboard the Norfolk and Russel, but the Shrewsbury's cable being cut before her anchor could be veered aground, she met with worse luck; she drove so far as to open the whole fire of the castle of Boccachica, four of the enemy's ships of sixty and seventy guns, that were moored athwart the harbour's mouth, the battery of St. Joseph, and two fascine batteries that were on the Barradero side; all this fire she lay singly exposed to till dark, when she took the benefit of the land wind and ran off, being greatly shattered in her hull, masts, and rigging, and a great many men killed and wounded.

* Lieutenant Graves, of the Romney, says, he saw some of the enemy on the 13th at leaving off chase; but did not see their hulls. This disagrees with Captain Gascoigne, though his ship was stationed ahead of the Torbay, being on the Neptune's starboard bow ahead of him.

Says, they chased on the 13th with their studding-sails; but all or most of the other witnesses say, under treble reefed top-sails.—*Trial.*

equipment was conducted, had sufficient time to fit out a force infinitely superior to, and fully competent to counteract that of England. The storm of war then took a new direction, and was destined to fall on the coast of France; port L'Orient, the grand *depot* of the French East India Company, being the first object of attack. The strength of the armament was judged by all parties fully equal to the undertaking, for it consisted of no fewer than sixteen ships of the line, eight frigates, and as many bomb-ketches, having under their convoy a fleet of transports and storeships, with all the implements and stores necessary for a siege, together with a land force consisting of 5,800 effective men.

A variety of delays, which appeared unaccountable to all who were not properly acquainted with the cause of them, still prevented the execution of this long concerted stroke; a stroke aimed at the very vitals of France, and from which it was hoped Britain would derive complete satisfaction for that insult to the nation, and the injury to individuals, occasioned by the support given by the enemy to the Pretender in the preceding year, not as a person whom they really and cordially wished to succeed in his enterprise, but merely to make a wanton ravage of the country, and create some diversion in favour of their army in Flanders, by the most horrid of all expedients, involving a nation in a civil war. At length on September the 14th, the fleet sailed from Plymouth, and arriving in safety on the coast of Brittany, anchored in Quimper Bay on the 18th, but as if time sufficient had not been already wasted, or as though it was thought derogatory to the gallantry of a warlike nation to attack an enemy unprovided, four days more elapsed before the army approached the city. Hostilities now appeared to be commencing in earnest, and late as the season then was, the greatest hopes of success might have been formed even by those who were far from sanguine in their expectations, but after a short desultory attack, conducted in a manner sufficient to have convinced the besieged that their assailants were little in earnest, even this trivial appearance of warfare ceased; it ceased at the very instant when the enemy were preparing to propose terms of surrender, such being the wretched state of the garrison in respect to its fortifications, that the Governor and the few troops under his command deemed it absolutely untenable.

The troops reimbarked on the 28th, unmolested by the enemy; but as if it was intended to make them some recompence for having caused so vain an alarm, four pieces of cannon, a mortar, and no inconsiderable stock of stores and ammunition were left behind. Various attempts have been made to account for and explain the cause of this retreat, a retreat almost unprecedented, when we take into consideration the several circumstances that accompanied it. Most people, but they are not friends to Mr. Lestock, insist that the General was induced to take this disgraceful step in consequence of the want of co-operation from the fleet, it being a part of the plan of attack that the Admiral should force his way into the harbour, which some have been bold enough to insist, he never even attempted.

Mr. Lestock is said to have alleged in his defence, that the enemy had blocked up the entrance in such a manner as to render it impossible for him to get in. To do the Admiral proper justice, it does not appear that his conduct really was the cause of the failure, for if the operations of the army had been conducted with any energy, all extraneous assistance would have been needless. The principal, and indeed the only loss sustained by the enemy in this expedition, was the destruction of the Ardent, a ship of sixty-four guns, driven on shore and burnt by the Exeter, after a very desperate encounter. The fleet having taken on board the troops, and such stores as the English thought proper to preserve from falling into the hands of the enemy, quitted the coast of France on the 8th of October, and arrived safe without having sustained any loss during the expedition. The Ministry was dissatisfied, the people murmured, but both were content with reciprocally cherishing their griefs by relating them to each other, without taking any satisfaction on the authors of them.

The death of the Admiral quickly followed the failure of the enterprise just mentioned, and Mr. Graves immediately removed into the Monmouth, in which ship he served under the command of Captain Henry Harrison (who, from his long continuance, as Captain, in the same ship, was facetiously called by his intimates in the service, Harry of Monmouth), during the remainder of the war, and was consequently present at the fortunate encounter which took place with the French squadron under the orders of Jonquiere, which was defeated, and the whole of it captured by the squadron under the command of Lord Anson and Sir Peter Warren. In the month of October following he had the additional good fortune to bear a part in the second discomfiture of the same enemy, under the orders of L'Entendiere, by the late Lord Hawke. In this action the Monmouth was most conspicuously engaged, and was supposed to have suffered more than any ship in the whole armament.

Peace soon succeeded to this victory, and during its continuance Mr. Graves, anxious to acquire every information, and perfect himself in every science that would render him better qualified to fill the station of a Naval Officer, having also a natural turn, in all probability, for the mechanical part of philosophy, he applied himself to the study of gunnery, engineering, and fortification, and withal perfected himself in the French tongue. He moreover went twice to the coast of Africa, as First Lieutenant, with the Commodores Buckle and Stepney; and upon his return the second time in 1754, was commissioned by Lord Anson to the command of the Hazard sloop. At the breaking out of the war in the next year, he with others, was ordered off Brest to look for the French grand fleet under Mr. Macnamara, which was rumoured to be destined for North America, and having the good luck to fall in with them when returning into the port of Brest, stood twice across their line, and ascertained so exactly the force of every ship, that he was able to transmit a circumstantial as well as positive account to Lord Anson at a critical moment. His Lordship immediately made him a Post Captain as a mark of his satisfaction, and promised him his future friendship.

To this circumstance is attributable the rapid promotion which this gentleman experienced from the rank of Lieutenant to that of Post Captain, so that his tedious continuance for the space of ten years in the former station became at last little to be felt, or regretted. The first ship to which he was appointed was the Sheerness, his commission for which bore date July the 8th, 1755. From this time to the early part of the year 1759, he does not appear to have met with any particular opportunity of distinguishing himself out of the ordinary routine of service as an attentive Commander. In the month of February 1759, however, we find him to have been Captain of the Unicorn frigate. On the 14th of the month just mentioned he had the good fortune to fall in with and capture a very large privateer belonging to St. Maloes, carrying twenty guns, and manned with a crew of more than two hundred men. While occupied in the same line of service as an home cruiser, two other vessels of the same description, but of somewhat inferior force, fell into his hands at different times. In 1761, Captain Graves was appointed to the Antelope, of 50 guns, in which ship he was quickly afterwards ordered out to North America, where he continued for some time, having been raised to the very honourable and consequential post of Governor and Commander in Chief of the island of Newfoundland and its dependencies.

On his arrival off the American coast in the following year, he learnt that a French squadron, under M. De Tiernay, with a body of land forces, had taken St. John's, and meditated the conquest of the whole island. Upon this intelligence he pushed through a frozen sea filled with dreadful floating islands of ice, and at great risk, for Placentia. He directly sailed into the harbour, and contrary to the advice of the Captain of the man of war there, as well as of the Lieutenant-Governor, and all the Officers, landed and assumed the supreme command. By his spirit he encouraged the military of both services into a resolution to defend the place against the French forces, should they march as was expected to its attack. He instantly set about repairing the old fortification and erecting a new fort, forwarding a detail of his situation to General Amherst and Lord Colville, in America, praying their united aid toward the recovery of St. John's, and if possible the capture of the enemy's squadron. The General and Admiral lost no time in supplying a force for this purpose, Lord Colville coming himself with his squadron, and the General sending his brother with a body of troops. So soon as they arrived off St. John's, Colonel Amherst called a council to determine the proper place for landing his soldiers, but adopted the advice the Commodore gave, although different from that of the other Officers: succeeding in all his operations, the French were defeated, and the town with its whole garrison taken. M. De Tiernay, under favour of a dark night at the commencement of a N. W. breeze, stole out of the harbour with all his ships, and made the best of his way for France, although they were much superior in force to the English. Mr. Graves acquired great credit for his judgment and abilities during these transactions, and had many thanks from Colonel Amherst for his advice. This reconquest was accomplished with so much alertness, that it preceded the peace then in treaty between the two nations. When Mr. Graves returned to this country he proposed several new regulations with respect to the Government, and for the security of the island in future, which being approved, were adopted by the Ministry. He had also the satisfaction upon his voyage back to save the Captain and crew of the Marlborough, of 74 guns, then returning from the siege of the Havannah, just before the ship herself foundered at sea. In the year 1764, the merchants having made various complaints of the misconduct of the Governors of forts on the coast of Africa, Lord Egmont, then at the head of the Admiralty, pitched upon Mr. Graves as a proper person to go thither with a squadron for the purpose of inspecting the actual state of affairs; he performed this service with so much discernment as to satisfy the merchants and the public. He reformed several abuses, and occasioned the removal of some of the Governors.

After the return of Mr. Graves from the coast of Africa, he appears to have lived for some time without holding any command, no mention being made of him during the ensuing peace till the year 1769, when he was appointed to the Temeraire, of 74 guns, a ship fitted as a guardship at Portsmouth, which is the only commission we know him to have received during nearly the whole of the ensuing peace; nevertheless on the 4th of April 1775, he received the very honourable appointment of Colonel of Marines, in which station he became the successor to the late Admiral Pigot, who was at that time promoted to the rank of a Flag Officer. He was about the same time chosen representative in Parliament for the borough of East Looe, in Cornwall. In 1776, the unhappy dispute which had some time before taken place with the American colonies, rendered it expedient in the opinion of Government to augment the number of ships kept in commission and readiness for immediate service. Mr. Graves was in consequence of this resolve appointed to the Monmouth, of 64 guns, one of the ships pitched upon to belong to this extra armament, in which they still, however, retained their original peaceable appellation of guardships.

The conduct of France having about two years afterwards rendered it still farther necessary to augment these preparations, Mr. Graves was promoted to the Conqueror, of 74 guns, one of the fleet which was ordered to North America for the purpose of opposing that of Louis XVI. which was reported to be on its passage thither under the orders of the

Count D'Estaing, to support the revolted colonies in their opposition to Great Britain. Misfortune and distress attended this ill-fated armament from the moment of its quitting the shore of Britain; overtaken by a most violent gale of wind, the ships became separated from each other, but Mr. Graves having had the good fortune in the Conqueror to keep company with the Rear-Admiral and four other ships of the line, the fortunate and critical arrival of six ships of such force proved a very considerable relief and support to the squadron previously employed in that quarter, which was till that junction took place, very considerably inferior to the fleet of the enemy which had arrived in the same quarter.

Mr. Graves having been promoted to the rank of Rear-Admiral of the Blue on the 19th of March 1779, quitted as the natural consequence of his advance, the command of the Conqueror, and returned to England with a convoy, which he was fortunate enough to conduct home in perfect safety. He received no appointment after his return till the ensuing summer, when having hoisted his flag on board the London, of 98 guns, he was again sent to North America with a squadron consisting of six ships of the line, including the flag ship, and the Amphitrite frigate, the situation of public affairs demanding that the utmost expedition should be used, as it was known that the Chevalier De Tiernay, the ancient antagonist of Mr. Graves, had been dispatched thither with a squadron consisting of eight or ten ships of the line besides frigates, on the same errand, on which M. D'Estaing, his predecessor, had been employed. The British fleet was, according to the original intention, to have consisted of eight ships of the line, but after consideration of the force already employed on that station under Mr. Arbuthnot, the number was reduced to six; with these Mr. Graves put to sea, though with a contrary wind, from Plymouth Sound, knowing the pressing situation of affairs, and had the good fortune to effect a speedy and prosperous passage, in the course of which he captured a very valuable

East India ship, which he left to the care of the Amphitrite frigate, in order that not the smallest delay might be occasioned to the squadron, by his attention to a vessel which might probably sail but ill.

On the 26th of September, which quickly followed his arrival on the North America station, he was raised to the rank of Rear-Admiral of the Red; but notwithstanding the zeal and alacrity displayed by him in the attempt to precede the arrival of the enemy, they had been fortunate enough to reach the port to which they were bound, Rhode Island, where they secured themselves so completely as to put it totally out of the power of the British to make any attack, with any other prospect than that of discomfiture. The remainder of the year consequently passed over without producing any memorable occurrence, being uninterestingly consumed in watching the Chevalier De Tiernay, and preventing him from ever putting to sea. Early in the ensuing spring, however, encouraged by the damage which the British squadron had in general received, added to the serious diminution of its force occasioned by the total loss of the Culloden, of 74 guns, and the dismasture of the Bedford, a ship of the same force, the French felt themselves encouraged to put to sea with the whole of their force. They had previously taken on board the ships of war two thousand of their best troops, with which they intended to proceed to Virginia for the purpose of co-operating with a strong detachment from the main American army, sent thither to attack a British force which, under the command of Brigadier-General Arnold, had nearly overrun the whole province. The enemy put to sea on the 8th of March, and the British, furnished as they were with tolerably correct intelligence of their motions, having with an assiduity almost incredible, succeeded in refitting the Bedford, pursued them on the 10th; on the 16th the two squadrons got sight of each other, and a trivial encounter took place, which, owing to the conduct of the French Admiral, and his extreme care to avoid entering into a closer contest than he was absolutely compelled to do, ended as undecisively as the greater part of those did which took place with the same enemy during nearly the first five years of the war.

The action was almost entirely confined to the van of the two squadrons, for it scarcely extended so far along the line as to include the London, which having very little share in the action, sustained no farther injury than the loss of her main-top-sail-yard. The French, the instant they were broken, fled with such speed, that having had the good fortune to disable the two headmost ships of the English line, the latter were prevented from pursuing them with any farther advantage, or acquiring more than the honour of having compelled them to retreat. Soon after this action took place, Mr. Arbuthnot, who till then, as the senior Officer, had held the chief command in that quarter, resigned his office to Mr. Graves. His utmost exertions, abilities, and prudence soon became extremely necessary, for the French, which during the preceding summer had been employed in the West Indies under the orders of the Count De Grasse, repaired to North America for the purpose of forming a junction with the Chevalier De Tiernay, and defying, as it were, all opposition by the tremendous superiority of so formidable a force; a secondary plan of operation was also concerted between France and America, which was, that in consequence of so great an ascendance at sea as appeared sufficient to prevent any interruption from the British fleet, even when all the expected reinforcements should arrive, the American army under Mr. Washington should form a junction with the French troops commanded by the Count De Rochambeau. Rear-Admiral Sir Samuel Hood had indeed arrived from the West Indies with a squadron of fourteen ships of the line, with which he reached Sandy Hook on the 28th of August, but still the enemy remained most tremendously superior. Sir Samuel's arrival too brought with it the uncomfortable intelligence, that the French squadron from Rhode Island, consisting of ten ships of the line, which had before been under the orders of the Chevalier De Tiernay, but were then commanded by the Count De Barras, had been seen off the Capes of Virginia, being then on its passage to form a junction with their main fleet.

As to the motions of the Count de Grasse no certain intelligence had been procured concerning them, Mr. Graves had at this time only five ships of the line *, and one of fifty guns, in a condition for service, two others, the Prudent and Robust, being in a state of necessary refitment, and not capable of being made ready for sea in less than ten days. With this force, however, reduced as it was, he proceeded over the bar on the 31st of August, having on the day before arranged and delivered to the fleet the line of battle. He proceeded to sea immediately, steering directly for the Chesapeak, in hopes of arriving there before the French Admiral from the West Indies, and effecting in succession the discomfiture of De Barras and De Grasse.

On the 5th of September, between nine and ten o'clock in the morning, the frigate detached by Mr. Graves to look out ahead, discovered the enemy's fleet lying within Cape Henry. Between ten and eleven o'clock it was seen by the whole fleet, and though its number could not be ascertained on account of the close though confused manner in which their ships were anchored, as is customary with the French nation, yet its force was not supposed to consist of more than fifteen ships of the line, Mr. Graves formed his force in a line ahead, and advanced towards the enemy with all expedition. At half past noon the enemy began to get under weigh, and ran out to leeward of the British line, they were discovered about two o'clock to consist of twenty-four heavy ships of the line, a circumstance which then first convinced the English that the Count De Grasse had arrived.

When the van of the English had passed on the contrary tack to that of the French so far that the enemy's headmost ship was nearly abreast of the London, on board which ship

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* So that the whole of his force amounted to no more than nineteen ships of the line.

Mr. Graves had his flag, the signal was made to wear, as well for the purpose of bringing the fleet on the same tack with the enemy, as of avoiding a shoal called the Middle Ground, which the headmost ships had very nearly approached. The signal for this purpose was made at eleven minutes past two, and the English fleet continuing to approach that of the enemy as fast as the Count de Grasse, who kept occasionally edging away, would permit them, about a quarter past four the action commenced between the van of each fleet, and progressively extended to the twelfth ship in the English line. We must observe in this place that the van of both fleets were fairly abreast of each other, but the rest of the French fleet was considerably to leeward of its van and center, and from the circumstance of its consisting of five ships more than that under Mr. Graves, reached a considerable distance beyond his rear division to the westward. The enemy taking every possible opportunity of bearing away, the seven rear ships were not at all engaged. The contest ended with the setting sun, and short as it was, several of the English ships received so much damage, that, adding to their having come from the West Indies in a very indifferent condition for service, except in a case of the greatest emergency, the situation of Mr. Graves might, at least, have been precarious had the enemy vigorously taken advantage of their superior numbers and force, that of the English being rendered still more inferior to them from the necessity of destroying the Terrible, of 74 guns, three days after the action, she having received some injury in the engagement, and having been obliged to keep five pumps going when on her passage to America.

The loss in killed and wounded was not consequential, amounting to three hundred and thirty-six only, of both descriptions. The French, however, obtained their end, though with every appearance of defeat, except the disadvantage usually attending it, they having decidedly stood away and shunned the contest. The fleet continued in sight of each other for five days without the enemy having manifested the smallest inclination, notwithstanding their superiority, of renewing the action. The Count De Grasse then taking advantage of a favourable change of wind, pushed for the Chesapeak, and having anchored his ships, bad defiance to any attempt that could be made to dislodge him. The event of this action caused some murmurs both in the nation and on board the fleet itself; happily for the service they soon subsided, and it is not our business or inclination to enter into the smallest discussion of this subject. We cannot be arrogant enough to hazard a decided opinion or one so indelicate to the parties concerned, as even to repeat that of others better informed than ourselves. Adhering to facts only, as is our proper province and duty, we shall repeat summarily, that it appears the enemy, having a force of twenty-four ships of the line, were attacked by Mr. Graves, with a fleet consisting only of nineteen, many of which were in a very ill condition for service; that the enemy retired from the combat; and though the English Admiral was under a necessity of destroying one of his ships, not merely on account of the damage it had sustained in the action, but from her general ill state of repair and condition, the Count De Grasse, with a superiority of six ships of the line, did during the five succeeding days studiously avoid all farther contest.

The French Admiral, as an additional incentive to enterprise against the weakened British fleet, found on his arrival in the Chesapeak that the Count De Barras, with the Rhode Island squadron, consisting of ten ships of the line, had arrived during his absence, but even this event did not encourage him to any thing beyond the main and principal object of covering and protecting the operations of the American army by remaining merely on the defensive. Mr. Graves immediately returned to New York for the purpose of meeting some reinforcements which were expected from England and the West Indies, as well as of concerting with Sir Henry Clinton, the General in Chief, what measures could be best pursued for the purpose of extricating Earl Cornwallis from his perilous situation. On his passage to Sandy Hook, where he arrived on the 19th of September, he was joined by the Prudent, of 64 guns, as he was at New York, by the Robust, of 74 guns; and on the 24th, by Rear-Admiral Digby, from England, with the Prince George, of 98 guns, the Canada, of 74, and the Lion, of 64. He was moreover reinforced on the 11th of October, by the Torbay, of 74 guns, and the Prince William, of 64, from Jamaica. His force thus concentrated consisted of twenty-seven ships of two decks, two of them the Warwick and Adamant, mounting fifty guns only. The utmost dispatch was used in embarking as many troops as could be spared from the defence of New York, amounting to upwards of 7000 men, but this duty and the indispensably necessary repairs of the different ships, made it the 19th of October before the fleet was in a condition to put to sea. Mr. Graves arrived off the Chesapeak on the 24th, and then had the mortification to learn that Earl Cornwallis had been obliged to capitulate on the 18th, the day before the fleet sailed from New York. The fleet of the enemy, consisting at this time of upwards of thirty ships of the line, was anchored in the form of a crescent at the entrance of the York River, between the sands called the Horseshoe and the York Spit, the Ville de Paris in the center. Formidable as were their numbers, and judiciously chosen as was their position, the Rear-Admiral stood in, close to the back of the sands during two succeeding days, in hopes of provoking them to risk another action, and give him an opportunity of retaliating on them for the success the French Admiral had co-operated in procuring to the united arms of France and America on shore. The enemy had not, however, the smallest inclination to put any thing to the hazard, so that with the slight gratification of having insulted, and dared them to combat with so inferior a force, Mr. Graves was obliged to make sail on the 29th of October for Sandy Hook, where he anchored with his whole fleet in safety on the 2d of the ensuing month.

The grievous misfortune which quickly followed the indecisive action just mentioned, additionally increased that degree of clamour which had arisen on the first notice of that event, which carried with it every inconvenience of a discomfiture without the disgrace. Multiplied publications took place on the occasion, the greater, or perhaps the entire part of which were entirely of a justificatory nature.

It would be certainly extremely unfair to condemn one system of naval tactics which had in former times been extremely successful, because another of a different nature had been so in a very superior degree in times subsequent to the action alluded to. During the Dutch wars in the reign of Charles II. when naval encounters were conducted as scientifically, perhaps, and the victory had been more seriously contested by both parties than at any period previous to the event in question, success had in general been owing to the partial pressure of a part of the enemy, which being attacked vehemently in the first instance, became compelled to abandon their companions a less difficult prey to the flushed and eager victors of the first and partial attack. On this principle Mr. Graves appears to have formed his scheme of engagement, the attempt was bold, spirited, and gallant in the extreme, so that the failure ought not in the smallest degree to take from the merit of it. It proved, however, not unsuccessful, for the enemy was worsted, but ineffectual, because they were not completely routed; the new practice, and as experience has since proved to the glory of Britain, the very able one of breaking through the enemy's line was then either unknown, or considered by the most experienced Officers so dangerous as not to admit of being attempted even in the greatest emergency, as though ruin must be almost inevitable in consequence of its adoption. So that notwithstanding it may be considered by modern observers that the adoption of the latter measure might possibly have been more decisively fortunate than that which he actually pursued, yet he appears by no means subject to censure for adhering to that system which former practice had sanctioned in preference to one not merely unpractised, but universally at that time, though certainly very strangely, condemned.

Rear-Admiral Digby, who, as we have already stated, had arrived in America a short time before with a small reinforcement, was appointed Commander in Chief on that station, and Mr. Graves himself was under orders to proceed in the London to Jamaica, and join Sir P. Parker; the critical situation of public affairs having rendered it extremely improper that the fleet, inferior as it was to that of the enemy, should have its force so much farther diminished, as it necessarily would have been by a strict compliance with the orders received from England, and the absence of so capital a ship as the London, Mr. Graves very spiritedly and patriotically resolved to continue on the station till the final termination of the naval campaign; this being closed by the unfortunate event of the surrender at York Town, and the termination of the hurricane season in the West Indies, immediately after which it was well known the Count De Grasse would return thither with his whole force; Mr. Graves sailed on the 10th of November for Jamaica, where he arrived after a prosperous passage, in the course of which he captured a large French ship mounting thirty-eight guns, called the Imperieux. He was subsequently employed under the orders of Sir Peter Parker, in concerting with General Campbell, on the best mode of defence against the attack with which the island was then threatened by the Spaniards; nothing however material occurred to him during the time he was employed on that station.

Having requested leave to return to England in 1782, he was appointed by Lord Rodney to command the convoy sent home with the numerous fleet of merchantmen in the month of July. He hoisted his flag accordingly on board the Ramillies, of 74 guns, and sailed on the 25th from Bluefields, having under his orders the Canada and Centaur, of 74 guns each, with the Pallas frigate, of 36 guns, and the following French ships taken by Lord Rodney and Sir Samuel Hood, out of the armament heretofore commanded by the

Count De Grasse, *viz.* the Ville de Paris, of 110 guns; the Glorieux and Hector, of 74 guns each; the Ardent, Caton, and Jason, of 64 guns each. All these vessels were in the most deplorable condition. Those which were properly British ships had been in so many actions and so long absent from England, as to have become extremely out of condition, while that of the prizes was still more deplorable; and the following authentic account of the various disasters which attended this distressed convoy will be most melancholy interesting:—

The Officers of the Ardent soon after the fleet sailed united in signing such a representation of her miserable plight, as induced Mr. Graves to order her back to Port Royal, and the Jason, by not putting to sea with the convoy from the want of water, never joined him at all. The rest proceeded; but the Exeter lost company about the 26th of August, in the Gulph stream, in latitude 34° N. and the whole convoy, after those for New York had separated, became reduced to ninety-two or ninety-three sail. Upon the 8th of September the Caton springing a leak, made such alarming complaints, that the Admiral directed her and the Pallas, which was also become leaky, to bear away immediately together, and keep company together, making for Halifax, which then bore N. N. W. and was but eighty-seven leagues distant. The afternoon of the 16th of September shewing indications of a gale and foul weather from the south-east quarter, every preparation was made on board the flag ship for such an event, not only on account of her own safety, but also by way of example to the rest of the fleet. The Admiral collected the ships about six o'clock, and brought too under his main-sail on the larboard tack, having all his other sails furled, his top-gallant-yards and masts lowered down. The wind soon increasing, blew strongly from the E. S. E. with a very heavy sea, and about three o'clock in the morning of the 17th, flew suddenly round to the contrary point, blowing most tremendously, accompanied with rain, thunder and lightning, the Ramillies was taken by the lee, her main-sail thrown aback, her main-mast came by the board, and the mizen-mast half way up, the fore-top-mast fell over the starboard bow, the fore-yard broke in the slings, the tiller snapped in two, and the rudder was nearly torn off. Thus was this capital ship from being in perfect order, reduced within a few minutes to a mere wreck, by the outrageousness of the blast and the furiousness of the beat of the sea, both acting in opposition to each other. The ship was pooped, the cabin where the Admiral lay was flooded, his cot bed jerked down by the violence of the shock and the ship's instantaneous revulsion, so that he was obliged to pull on his boots half leg deep in water, without any stockings, to huddle on wet clothes, and get upon deck; on his first coming there he ordered two of the Lieutenants to examine into the state of affairs below, and to keep a sufficient number of people at the pumps, while he himself and the Captain kept the deck to encourage the men to clear away the wreck, which by its constant swinging and reswinging with every wave against the body of the ship, had beaten off much of the copper from the starboard side, and exposed the seams so much to the sea, that the decayed oakum washed out, and the whole frame became at once exceedingly porous and leaky. At dawn of day they perceived a large ship under their lee lying upon her side water-logged, her hands attempting to wear her by first cutting away the mizen-mast, and then her main-mast, hoisting withal her ensign with the union downwards, in order to draw the attention of the fleet, but of no avail, for no succour could be given, and she very soon went down head foremost, the fly of her ensign being the last thing visible. This was the Dutton, formerly an East Indiaman, and then a storeship, commanded by a Lieutenant of the Navy, who in his agitation leaped from her deck into the sea, but, as might be expected, was very shortly overwhelmed by its billows; but twelve or thirteen of the crew contrived to slide off one of the boats, and running with the wind, first endeavoured to reach a large ship before them, which not being able to fetch, and afraid of filling if they attempted to haul up for that purpose, they made up for another ship more to the leeward, who fortunately descrying them, flung over a number of ropes, by the help of which these desperate fellows scrambled up her side, and fortunately saved their lives. Out of ninety-four or ninety-five sail seen the day before, hardly twenty could now be counted; of the ships of war there were discerned the Canada, half hull down upon the lee quarter, having her main-top-mast and mizen-mast gone, the main-top damaged, the main-yard aloft, and the main-sail furled. The Centaur far to windward, without masts, bowsprit, or rudder; and the Glorieux, without fore-mast, bowsprit, or main-top-mast. Of these the two latter perished with all their crews, excepting the Captain of the Centaur, and some few select people, who with him contrived to slip off from her stern in one of her boats, without being noticed, and so escaped the fate of the rest.

The Ville de Paris appeared unhurt, and was commanded by a most experienced seaman, who had made twenty-four voyages to and from the West Indies, and had therefore been pitched upon to lead the fleet through the Gulph, nevertheless she was afterwards buried in the ocean with all on board her, consisting of more than eight hundred people. Of the convoy, besides the Dutton before mentioned, and the British Queen, seven others were discovered without mast or bowsprit, eighteen lost masts, and several others had foundered.

In the course of this day the Canada crossed upon and passed the Ramillies, some of the trade attempted to follow the Canada, but she ran at such a rate that they soon found it to be in vain, and then returned towards the flag-ship; the Ramillies had at this time six feet water in her hold, and the pumps would not free her, the water having worked out the oakum, and her beams amid ship being almost drawn from their clamps.

The Admiral therefore gave orders for all the buckets to be manned and every Officer to help towards freeing the ship; the mizen-top-sail was set upon the fore-mast, the main-top-gallant-sail on the stump of the mizen-mast, and the tiller shipped. In this condition, by bearing away, she scudded on at so good a rate, that she held pace with some of the merchantmen.

The day having been consumed in baleing and pumping without materially gaining on the water, the Captain, in the name of the Officers, represented to the Admiral the necessity of parting with the guns for the relief of the ship, but he said there would then be no protection left for the convoy; however, at length and with great difficulty he consented to their disposing of the forecastle and aftermost quarter-deck guns, together with some of the shot and other articles of very great weight. The ensuing night was employed in baleing and endeavouring to make the pumps useful, for the ballast by getting into the well had choaked and rendered them of no effect, and the chains had broke as constantly as repaired. The water had risen to seven feet in the hold. The wind from the westward drove a vast sea before it, and the ship being old strained most violently. On the morning of the 18th nothing could be seen of the Canada, she having pushed on at her greatest speed for England. The frame of the Ramillies having opened during the night, the Admiral was prevailed upon by the renewed and pressing remonstrances of his Officers, although with apparent reluctance, to let six of the forward-most guns, and four of the aftermost guns of the main-deck be thrown overboard, together with the remainder of those on the quarter-deck, and the ship still continuing to open very much, he ordered tarred canvas and hides to be nailed fore and aft from under the fills of the ports on the main-deck under the fifth plank above or within the waterways, and the crew without orders did the same on the lower-deck. Her increasing complaints requiring more still to be done, the

Admiral directed all the guns on the upper deck, the shot both on that and the lower-deck, with various heavy stores, to be thrown overboard, a leakage in the light-room of the grand magazine having almost filled the ship forward, and there being eight feet water in the magazine, every gentleman was compelled to take his turns at the whips or in handing the buckets, moreover the ship was frapped from the fore-mast to the main mast.

Notwithstanding their utmost efforts the water still gained in the succeeding night, the wind blowing very hard with extremely heavy squalls, a part of the orlop-deck fell into the hold, the ship herself seemed to work excessively, and to settle forward. On the morning of the 19th, under these very alarming circumstances, the Admiral commanded both the bower anchors to be cut away, all the junk to be flung overboard, one sheet and one bower cable to be reduced into junk and served the same way, together with every ponderous remaining store that could be got at, and all the powder in the grand magazine (it being damaged), the cutter and pinnace to be broken up and tossed overboard, the skidds having already worked off from the side: every soul on board now bailed. One of the pumps was got up, but to no purpose, for the shot lockers being broken down, some of the shot as well as the ballast had fallen into the well; and as the weather moderated a little, every thing was made ready for heaving the lower-deck guns into the sea, the Admiral being anxious to leave nothing undone for the relief of the ship. When evening approached, there being twenty merchant ships in sight, the Officers united in beseeching him to go into one of them, but this he positively refused to do, deeming it, as he said, unpardonable in a Commander in Chief to desert his garrison in distress, that his living a few years longer was of very little consequence, but that by leaving his ship at such a time he should discourage and slacken the exertions of the people by setting them a very bad example. The wind lulling somewhat during the night, all hands baled the water, being at this time six feet high fore and aft.

On the morning of the 20th, the Admiral ordered the spare and stream anchors to be cut away, and within the course of the day all the lower-deck guns to be thrown overboard. When evening came the people in general, even the stoutest hearted, began to fail in their spirits, and openly to express the utmost despair, together with the most earnest desire of quitting the ship, lest they should founder in her. The Admiral hereupon advanced, and told them that he and the Officers had an equal regard for their own lives, that the Officers had no intention of deserting either them or the ship, that as to himself he was determined to try one night more in her, he therefore hoped and intreated they would do so too, for there was still room to imagine that one good day, with a moderate sea, might enable them by united exertion to clear and secure the well against the encroaching ballast which washed into it; that if this could be done they might be able to restore the chains to the pumps and use them, and that then hands enough might be spared to raise jury-masts, with which they might carry the ship to Ireland; that her countenance alone, whilst she could swim, would be sufficient to protect the remaining part of the convoy; above all, that as every thing now had been done for her relief which could be thought of, it would be but reasonable to wait the effect; and he assured them moreover, that he would make the signal directly for the trade to lie by them during the night, which he doubted not but they would comply with. This temperate speech had the desired effect; the firmness and confidence with which he spoke, and their reliance on his seamanship and judgment, as well as his constant presence and attention to every accident, had a most wonderful effect upon them; they became pacified, returning to their duty and work. In reality, since the first disaster he scarcely ever quitted the deck, which they all observed, together with his diligence in personally viewing every circumstance of distress, knowing his skill and experience they placed great trust in them, and he made forthwith, as he promised, a signal for all the merchantmen.

At this period there was much ground for alarm, and but little for hope, it must be confessed, for all the anchors and guns, excepting one, together with every other matter of weight had been cast into the sea, and yet the ship seemed not to feel any relief; the strength of the people was likewise so nearly exhausted, having had no sleep since the first fatal stroke, that one half of the crew was ordered to bale and the other to repose, so that although the wind was much abated, the water within still augmented upon them in spite of all the efforts they could make to redress it, and the ship rolled and worked prodigiously in a most unquiet sea.

At three in the morning of the 21st, being the fourth night, the well being quite broken in, the casks, ballast, and remaining shot rushed together and destroyed the cylinders of the pumps; the frame and carcass of the ship began to give way in every part, and the whole crew exclaimed it was impossible any longer to keep her above water.

In this extremity the Admiral now resolved within himself not to lose a moment in removing the people whenever day-light should come, but told the Captain not to communicate any more of his intention than that he purposed removing the sick and lame at day-break, and for this end he should call on board all the boats of the merchantmen; nevertheless he gave private orders to the Captain, whilst this was doing to have all the bread brought upon the quarter-deck, with a quantity of beef, pork, and flower, to settle the best distribution of the people according to the number of the trade ships that should obey their signal, and to allow an Officer to each division of them ; to have the remaining boats launched ; that so soon as the sick was got rid of he should begin to remove the whole of the crew with the utmost dispatch without risking too many in one boat ; accordingly at dawn the signal was made for the boats of the merchantmen, but nobody suspected what was to follow until the bread was entirely removed and the sick gone. About six o'clock the people themselves were permitted to go off, and between nine and ten o'clock, there being nothing further to direct or regulate, the Admiral himself, after shaking hands with every Officer, and leaving his barge for their better accommodation and transport, quitted for ever the Ramillies, which had then nine feet water in her hold. He went into a small leaky boat loaded with bread, out of which both himself and surgeon, who accompanied him, were forced to bale the water all the way. He was in his boots, with his surtout over his uniform, his hair in a fillet under his hat, which was tied to a button-hole with a string, and his countenance as calm and composed as ever. He had at going off desired a cloak, a cask of flour, and a cask of water, but could only get the flour, and he left behind all his stock, wines, furniture, books, charts, &c. which had cost him above 1000*l.* being unwilling to employ even a single servant in saving or packing up what belonged to himself alone, in a time of such general calamity, or to appear to fare better in that respect than any of the crew.

He rowed for the Belle, Captain Forster, he being the first of the trade that had borne up to the Ramillies the night before in her imminent distress, and by his anxious humanity, set such an example to his brother traders as had a strong influence with them, an influence which was very generously followed by sixteen others. By three o'clock most of the complement were taken out, at which time the Ramillies had thirteen feet water in her hold, and was manifestly foundering in every part. At half an hour past four the Captain, First and Third Lieutenants, with every other soul except the Fourth Lieutenant, left her, and this latter gentleman only tarried to carry into execution the Admiral's orders for setting fire to her wreck when finally deserted. The carcass burned rapidly, and the flame quickly reaching the powder, which was filled in the after magazine, and had been lodged very high, the decks and upper works within thirty-five minutes blew up, with an horrid explosion and cloud of smoke, while the bottom was precipitated into the bottom of the ocean. The Admiral at this time, in the Belle, stood for the wreck, to see his last orders executed, as well as to succour any boats that might be too full of men, the swell of the sea being prodigious, although the weather had been moderate ever since the noon of the foregoing day; there were, however, at intervals some squalls, with threats of the weather soon becoming violent, which was actually the case, for within two hours after the last of the crew were put on board their respective ships, the wind rose to a great height, and so continued without intermission for six or seven days successively, in so much that no boat could during the time have lived in the water. On so small an interval depended the salvation of more than 600 lives! Indeed for the four days next preceding this catastrophe it blew so strong a gale, and so great a sea followed the Ramillies, that it was always necessary to keep her with the wind upon her quarter, with seldom more than the sprit-sail hoisted on the fore-mast, and at times with no sail at all, in which mutilated state she would run at the rate of six miles an hour. Whenever the main-top gallant-sail was set on the stump of the mizen-mast, she commonly griped too much, so as to render the steerage very difficult, and yet this had been carried whenever it could be, in order to keep speed with the merchantmen, the dullest of whom went nearly as fast under their bare poles. Even in running thus the Ramillies rolled prodigiously, and as she grew lighter every day, the more uneasy her motion became, so that the men could scarce stand to their work, or keep their legs without something to lay hold by. There was no such thing as real repose for them when sitting or lying down upon deck, nor steadiness enough to be procured to eat or drink with any security, no meat could be dressed, nor did any man or Officer go into a bed. Until the afternoon of the 20th, there was no venturing to bring her to, even for a boat to come on board; but notwithstanding this anxious and desperate condition, when some were hourly dropping through fatigue and want of sleep, and the decks covered with water, the whole complement behaved with the most exemplary obedience, attention, and sobriety, and remitted no possible exertion for the preservation of the ship. Upon their separation taking place, the Officers who were distributed with portions of the crew among the Jamaica men, had orders respectively to deliver them to the first man of war or tender they should meet with, and to acquaint the Secretary to the Admiralty by the earliest opportunity of their proceedings; a pendant was hoisted on board the Belle by way of distinction, to lead, if possible, the rest; some of the trade kept with her, and others made the best of their way, under every natural apprehension that they should soon be short of provisions by having so many mouths to feed. The Silver Eel transport, who had sailed from Bluefields with the invalids of Sir George Rodney's fleet, and was under the command of a Lieutenant of the Navy, had been ordered to keep near the Ramillies, that ship was accordingly near on the 21st of September, the day of her destruction, and by several deaths on the passage, had room enough for the reception of all that were now ailing or maimed, and was therefore charged with them accordingly, being properly fitted for their accommodation. She parted from Mr. Graves in latitude 42° 48′. and longitude 45° 19′. after seeing the Ramillies demolished, and, being ordered to make for the first port, ran into Falmouth the 6th of October, on the afternoon of which day one of the trade ships, with a Midshipman and sixteen of the crew of the Ramillies, reached Plymouth Sound, where also another of the same convoy, having a portion likewise of the same crew, with the Captain and First Lieutenant, anchored before day-light the next morning; but the Canada, after using her utmost speed, had prior to all these, on the 4th of the same month, got to Portsmouth, where she spread the news of the dispersion of this miserable fleet, which being conveyed to France, her privateers immediately put to sea in hopes of making a prey of them, and some of the Jamaicamen, with part of the complement of the Ramillies, fell accordingly into their hands; two of the West Indiamen were captured in sight of the Belle, but she herself, with the Admiral and thirty-three of her crew, got safe though singly into Cork harbour on the 10th of October, where was the Myrmidon frigate. The Admiral directly hoisted his flag on board the latter, and sailing with the first fair wind, arrived on the 17th in Plymouth Sound, apparently in good health, but with a settled oppression upon his breast, from having been so long and so dreadfully exposed upon the deck of the Ramillies in that horrid night when the storm first alighted upon her, nor could he remove this complaint for upwards of six months. He brought off with himself no more than some few of his private papers, the rest of his effects having partaken of the same fate with his ship.

After the peace was concluded, an event which quickly followed the melancholy disaster just related, Mr. Graves did not take upon him any subsequent naval employment till the year 1788, when he was appointed Commander in Chief at the port of Plymouth, and accordingly hoisted his flag on board the Impregnable, a second rate, of 90 guns. On the 24th of September in the preceding year, he had been advanced to the rank of Vice Admiral of the Blue, as he afterwards was to the same rank in the White Squadron, on the 21st of September 1790. When a rupture was apprehended with Spain in the summer of the year last mentioned, the Vice-Admiral removed his flag into the Cambridge, which trivial as it certainly is, is the only anecdote we meet with concerning him in the three years during which he held the station just mentioned.

After the commencement of the present contest with France, he was appointed to command in the second post under Lord Howe, in the main or Channel Fleet, and on the 1st of February 1793, was advanced to be Vice-Admiral of the Red, as he moreover was on the 12th of April 1794, to be Admiral of the Blue, in this station he served during the ever memorable action of the 1st of June in that year. On this occasion the Admiral had the happiness of contributing in a very eminent degree to the success of this brilliant encounter. The Royal Sovereign was among the first ships in action, and at its conclusion, according to the representations made in a celebrated temporary picture * of the engagement, "was at the head of eleven ships of the line, well formed, and in pursuit of fourteen sail of the flying enemy, when the last signal was made by the Commander in Chief for the British line to close." In the preceding encounter the Royal Sovereign lost her fore and main-top-gallant-masts, had fourteen men killed and forty four wounded, among the latter was the Admiral himself, very severely in his right arm, of which he is said to have very imperfectly, even at the present moment, recovered the use.

A portrait has lately been published of this gentleman, engraved by Bartolozzi, having in the back ground a view of the memorable action just related, of which we have been furnished with the following description. We have been the rather induced to insert it, as it is said to contain a cor-

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* The Panorama.

rect account of the particular share borne by the Admiral in that great encounter.

"The distant view in the plate denotes a point of time near the close of the naval engagement of the 1st of June 1794. The disabled ship of the enemy, which is seen next the margin going off on the wounded arm of the portrait, represents Le Terrible, the flag-ship of the French second in command, into which defenceless state she had been beaten by the Royal Sovereign, the flag-ship of Admiral Graves, the English second in command, which is also seen from behind the portrait engaging another ship of the enemy La Montagne, the flag-ship of the French Commander in Chief, who in the onset was engaged with the Queen Charlotte, the flag-ship of Earl Howe, the English Commander in Chief, and only escaped through the circumstance of the main and fore-top-mast of the Queen Charlotte being shot away; La Montagne is seen at this time with top-gallant-sails set, having so passed from the center of the French line to the van of the English line, for the purpose of relieving La Terrible, whose capture or destruction was otherwise inevitable. After more than half an hour's sharp contest between the fire of both these ships and that of the Royal Sovereign, the enemy's frigates towed off the shattered La Terrible, and La Montagne is also seen to follow and make off from the fire of her victorious adversary, who afterwards silenced and effected the capture of the enemy's ship L'America, of 74 guns."

His spirited conduct on the foregoing occasion was rewarded not long afterwards by an Irish peerage, he being created, by patent bearing date August 12, 1794, Lord Graves, Baron of Gravesend, in the county of Londonderry, and on the 12th of June, 1795, was advanced to be Admiral of the White. The wound his Lordship received in his arm rendered it necessary for him to quit his command for a time, and he has not been invested with any other subsequent to his recovery.

To have been unfortunate, is on many occasions sufficient to rouse the unjust murmurs of the public, and give a nearly irrecoverable stab to the honest reputation of the most gallant man; reviewing with care every circumstance which has marked the naval life of this noble person, it cannot but be considered that a less copious stream of success has attended his manifold exertions in the service of his country than his abilities and his zeal justly merited. Few men ever encountered greater difficulties, or have shown stronger presence of mind during the existence of them. It has been very fairly remarked elsewhere, that the fate and unfortunate catastrophe which befell the convoy committed to his Lordship's charge in 1782, would, in all probability, form to the latest period a very prominent event in the Naval History of Great Britain. It by far exceeded that of the gallant Sir Cloudesly Shovel and his companions, which, notwithstanding nearly a whole century has elapsed since it took place, is still regarded with horror, and lamented with affectionate sorrow. But while history shall awake the melancholy of posterity by the recital of the dreadful tale, it will at the same time bear indelible testimony to that extraordinary firmness of mind, coolness of temper, and possession of himself, for which his Lordship has ever been so surprisingly remarkable in all trying moments of difficulty, distress, and danger.

During nearly the whole of that short time for which Mr. Graves held the North American command, the enemy were, as they might without timidity be considered, so insuperably superior in force, as almost to set contest at defiance: yet notwithstanding the tremendous odds which had either not been foreseen, or to a certainty not provided against, he displayed all possible zeal to meet, to contest, and to rout that formidable foe. He failed indeed in the attempt, but the attempt itself is sufficient not merely to rescue his name from obloquy, but to entitle him to the sincerest regard of his fellow countrymen.

In addition to this, while future ages must on a candid and unprejudiced review of all the circumstances attending the disaster just alluded to, the present generation will not refuse joining universally in the opinion which persons of the most severe turn of mind feel themselves compelled in spite of malevolence to admit, that without prejudice or deterioration of the character of any other Officer that ever was in the British service, though many have equalled his Lordship, none have ever exceeded him in zeal, in sound judgment, or in unbiassed integrity.

HERALDIC PARTICULARS.

James Graves, Esq. Captain of a company in a regiment under King William, and Paymaster, on his road to join his regiment with money, was murdered in his bed at Glaslough, between Menashan and Dungannan, soon after the battle of the Boyne, aged thirty-seven. His fourth son Thomas Graves, of whom mention has been already made, was made a Lieutenant in the Navy in 1702, and a Captain in 1707. He settled at Thancks in the parish of Antony, in Cornwall, an estate which he got with his first wife, Mary only daughter and heiress of William Warne of that place, which Mary died young, and S. P. Captain T. Graves retired from the Navy in 1744, and died 23d December, 1755, aged seventy-five. By his second wife, Elizabeth eldest daughter of Gilbert Budgell, of St. Thomas's, near Exeter, D. D. whom he married in 1738, he had three sons, of whom William, the eldest, was appointed a Master in Chancery, and served in several Parliaments for West and East Looe, in Cornwall. The second, Thomas, now Lord Graves, the subject of this memoir, was born at Thancks, October 23, 1725. He married Elizabeth, daughter and coheiress of William Peere Williams, of Cadnay, in the county of Devon, Esq. on the 22d of June, 1771, and has issue by her Thomas North Graves, eldest son, Peere Williams Graves, second son, and three daughters.

ARMS.] Gules, an eagle displayed Or, beaked, membered, and ducally crowned argent, on a canton of the last, an anchor erect with cable sable.

CREST.] A demi eagle erased Or, beaked gules, the body charged with a ducal coronet argent, and each wing elevated with an ermine spot.

SUPPORTERS.] Two vultures proper.

MOTTO.] AQUILA NON CAPTAT MUSCAS.

BRIEF ACCOUNT

OF THE CIVIL NAVAL HISTORY OF

GREAT BRITAIN.

[Continued from page 321.]

CHARLES I. began his reign with very high notions of royal power and arbitrary sway, which, unhappily for him, he imbibed too early, so that they were too much rooted in his constitution ever to be eradicated; this, from the beginning of his reign, involved him in disputes and disagreements with his parliament, which ended at last in his ruin, and almost in that of his kingdoms.

He had not the same advantage with Phaeton, of receiving the reins when the chariot moved evenly and smoothly on, but, on the contrary, the machine of Government rolled very heavily when he took the lead, and instead of being cautious or provident to rectify mistakes, and return into the good and beaten road, he lashed away most furiously, and deviated still more from the common track, till at last his irregular proceedings made the fire blaze out which had long been smothering, and involved both himself and kingdom in a general conflagration.

One of the first absurd steps taken by Charles after his accession, was that of sending Pennington in the Vanguard, with six other ships, over to France to assist the French king in enslaving his Protestant subjects. Pennington, when he came to understand the infamous service he was to be employed in, with a true English spirit refused it, upon which the king sent him orders under his sign manual, to deliver the ships into the hands of a French Officer at Dieppe; the commands were obeyed by the Admiral, and as soon as he had executed them, he struck his flag, quitted his ships, and with every Officer as well as seaman belonging to them (except one) returned home.

This squadron, after being manned by the French, was immediately employed against the poor Protestants of Rochelle, which, with several other aggravating circumstances, highly exasperated the nation against the Court; this was not a little increased afterwards, when it was found the French king had no intentions to return these ships, which were actually made use of against England in a war which shortly after broke out with France.

Yet, with all his errors in government, Charles certainly possessed excellent natural parts, and had an extensive capacity; he was not ignorant of what was conducive to the interest of his kingdom, but he had seldom either the power or the means to procure it; his good sense clearly demonstrated to him how extremely necessary it was, among other things, to increase his maritime force, though at the same time he knew not how to accomplish it, or even to raise money for the support of Government. Indefatigable, however, in the pursuit of a point which he thought so essential, he built some ships and bought others, obliging the maritime towns to furnish their quota in ships or money; by these means he was able to send to sea so large a fleet as fifty sail, including victuallers, within two years after he came to the crown.

When the civil wars broke out it must be imagined, no great attention was paid to the navy, as the fate of battle was always decided upon a different element to the sea, so that at the king's death it may be said to have been in a very feeble and declining condition.

So soon as the parliament assumed the supreme power, they began to make the necessary arrangements to secure their authority, and prevent any attempts from abroad in favour of their lawful Sovereign; they therefore used the utmost diligence to procure and fit out a strong fleet, the command of which they entrusted to the brave and gallant Admiral Blake.

The insolence as well as the power of the Dutch having been increasing for several years past, they took an occasion, as usual, to insult the English flag, soon after Blake was appointed to command the fleet; they did not do it, however, with the impunity to which they had long been accustomed. Blake retrieved the honour of his nation, and the States by this chastisement were made so sensible of the different spirit with which the English Government was now actuated, that they sent over an Ambassador on purpose to make an apology for the imprudent step of their Admiral.

The French were likewise restrained in their depredations and piracies, and several of their ships destroyed or made prizes of for committing hostilities at Newfoundland; all this they bore with great patience, and without the least mark of resentment, but on the contrary, solicited for friendship almost on any terms.

Yet nothing contributed so suddenly and effectually to put the navy upon the most respectable footing, as the Dutch war in which the Parliament found themselves engaged in a short time after the king's death; the States were so powerful by sea, and sent forth such surprising armaments, that it was necessary to use uncommon diligence to put the marine in a situation to face them upon any thing like equal terms.

The war was continued with various success till at length Cromwell became Dictator, who very judiciously and politically took all occasions of encouraging the Officers and seamen, by promoting merit. This revived that generous emulation and ardour the English had ever been famed for, and caused victory almost constantly to follow the English flag.

The last decisive action between the two fleets, and in which Van Trump was killed, was so highly satisfactory to Cromwell and the Parliament, that they voted gold chains to each of the four Admirals, Blake, Monk, Pen, and Lawson, together with gold medals to all the Captains; besides rewards to the rest of the Officers and seamen.

It would carry me far beyond the bounds I propose, should I attempt to relate the different successes of the Navy during Cromwell's usurpation; it is but truth, however, to say, that he was uncommonly lucky in his choice of Officers, and most happy in the disposition of his naval force. His Ambassadors and fleets met with more respect from foreign Powers than has been often experienced when they have belonged to a crowned head; and the English flag had more honour paid to it during his spirited usurpation, than was known for half a century either before or after. His picture, darkened with the deep tints of rebellion and murder, appears most black, yet, were it possible to obliterate those crimes, and dress him in the shining colours of legal Majesty, how great aud exalted would his character appear; a provident and intrepid warrior, a profound politician, and a most wise and able legislator; such would have been the eulogium posterity would justly have drawn of him, and such he undoubtedly would have merited.

It was during this period that the famous act of navigation passed, which was of more real and essential service to the commerce of Great Britain, than all other acts of Parliament put together.

There is no authentic list of the Navy at the time of Cromwell's death, but we may reasonably conclude it was more than double what it was twelve years before.

Charles II. was restored to the throne of his ancestors by the universal wishes and voice of his people; the fleet, however, under Mr. Montague, created on that account Earl of Sandwich, contributed not a little to his restoration, by declaring unanimously for their lawful Sovereign, in consequence of which the people received marks of his Royal favour and bounty.

The war with Holland breaking out in 1664, a large fleet was fitted out under the Duke of York, who shortly after gained a considerable victory over the Dutch fleet under Opdam: this gave such satisfaction to the King, that his Majesty went down to the Nore, and going on board the Royal Charles, knighted the several Officers, who had distinguished themselves in the action, and made a grand naval promotion, besides bestowing generous rewards on the inferior Officers as well as private men.

Charles by his long residence abroad, and in many seaports, had acquired uncommon knowledge for a Prince in the mechanism and manœuvres of a ship; he had a partiality for the Navy, and rewarded and encouraged his Sea Officers: he had all the qualities requisite to form a great and magnanimous Prince, but he was not possessed of resolution to practise them; he unfortunately suffered pleasure to take the lead so intirely, as to make happiness, and the most interesting affairs, give place to that intoxication.

For the first fourteen years of his reign, however, Charles was far from being inattentive to the increase of his naval strength. The Dutch wars which he was so long engaged in, might probably be a principal reason of his fleet being in such excellent order; for it is certain that nothing contributes so much to form able and experienced Sea Officers as war; long peace always ruins the Navy, discipline relaxes, few Officers and few ships are employed, and the rest grow less expert in their profession, by long residence ashore, the slender pittance of what is called half-pay makes all wish and all strive to be in commission, which can only fall to the lot of a few, and those, as it ought, the oldest Officers; these in a long peace must be old men, and old men we all know love ease and quiet, and dislike that bustle and fatigue which must necessarily attend the minutiæ of strict discipline; those that would deny what I advance, let me refer them to what possibly some of them may yet remember, I mean the situation of our Navy when the Spanish war broke out in 1739. But to return from this digression.

Though Charles's reign, it is confessed, is replete with errors in government, yet in the Navy there appears no trace of mismanagement or neglect; his wars were carried on by his fleet, as it was not the fashion of those days to manure the fields of the continent with English blood, or send the national treasure abroad to advantage German Princes, and beggar ourselves.

The success and repeated victories of the fleet procured peace, and the treaty shews it to have been an advantageous one; the honour of the flag, that bone of contention, was now granted as amply as Britons could possibly desire; the States consenting that not only single ships, but whole fleets, and likewise their Admirals, should strike sail, and salute even a single man of war belonging to the King of England.

Commerce in this reign was protected and greatly encouraged, and several settlements in America established, as well as some in Asia: D'Avenant supposes, that the balance of trade in our favour was at this time two millions yearly; and it is not at all improbable that it was so, since it is certain that the shipping belonging to the subjects of England were at least double what they were at the restoration.

King James II. had served with reputation at the head of the Navy, when Duke of York, by which means he had acquired some knowledge and experience in maritime affairs; this gave him an opportunity of remarking many abuses and disorders which had crept into the economy of the fleet: to rectify these was one of his first steps after his accession, and he wisely endeavoured to prevent the like irregularities taking place again; his Majesty appointed a stipend of 400,000*l.* to be paid quarterly out of the Treasury for the use of the Navy, and granted the Officers considerable favours: amongst these was the grant of prize-money, and a handsome allowance to each Captain for his table, besides promising to reward in a particular manner, every instance of courage and diligence.

I shall pass over the imprudences of James's conduct, which could terminate no otherwise than in his ruin, or that of our religion and liberties, I must only remark, that the maritime force of this kingdom had never been near equal to what it was at the Revolution; for by an exact list, the Royal Navy then amounted to 196 sail, small and great, a force which, if properly directed, one would have thought almost sufficient to have prevented invasions from the whole world, but the hand of Providence seemed particularly to guide the Prince of Orange's measures and to distract those of King James, who acted from the first with apparent dismay and irresolution, and in a very different manner to what he had ever done before in any action of his life. His fleet, fond of the Monarch who had shewn them so many favours, continued loyal to the last, and it was not till after their King had deserted them, that they submitted and presented an address to the Prince of Orange.

The deliverer of the nation and the preserver of our religion and liberties, was crowned with Queen Mary in February 1689, and in very few months found himself involved in a war with France, who had sent over King James into Ireland with a strong fleet, and a considerable number of land forces.

King William named Admiral Herbert to the command of the squadron which he ordered to Ireland in quest of the enemy's fleets; but on his arrival at Cork he found he was too late to prevent the disembarkation, which had already taken place. All that then remained for him to do, was to search for and endeavour to destroy the convoy which had brought them over; for this end he made the best of his way off Brest to intercept them in their return, but without success; however being reinforced with some more men of war, and hearing no news of the enemy, he steered his course back for Ireland, and discovered the French fleet at anchor in Bantry Bay, whose force consisted of twenty-eight sail of the line, and that of the English nineteen.

The detail of the action is not material here, though it appears to have been only partial, as great part of Herbert's squadron was prevented by the wind from getting near the enemy; the advantage, such as it was, rested on the side of the French, while Admiral Herbert retreated with his squadron to Portsmouth to refit, whither soon afterwards King William repaired, and to show he was always ready to reward real merit, even though not pointed out to him by success, he declared Admiral Herbert Earl of Torrington, and knighted Captain John Ashby, of the Defiance, together with Captain Cloudesly Shovell, of the Edgar; generously bestowing likewise a bounty of ten shillings to every seaman, and making provision for all those widows whose husbands had been killed in fight.

It is by means like these that a Prince acquires the love of his people, and it is certainly politic in a wise king always to reward and encourage merit, whether successful or not; the Crown is the fountain of honour, and if no notice is taken of gallant actions by the Prince, it will damp emulation, damp enterprize, and spread by insensible degrees a stupor over service.

The French were at this time very powerful by sea; Louis XIV. had been indefatigable in the increase of his Navy, as well knowing that those who were sovereigns on the ocean, would be masters of commerce; the English themselves contributed principally to this unfortunate aggrandizement of the French power, by the destructive scheme of politics that prevailed in the time of Cromwell, who, for his own safety, though against his judgment, was forced to join France in depressing the Spaniards, by which alliance Charles was constrained to quit the French territories, and lost the only friend who could assist in recovering his dominions, as the Spaniards were too important and too much afraid of Cromwell's power to attempt it.

This ill-judged alliance laid the basis of that grandeur and great consequence in which France appeared at this time; yet it had likewise in Charles's reign, artfully fomented the quarrels between the Dutch and English, in hopes each would weaken the other sufficiently to enable it to give law to both; and so far did its craft succeed, that during the beginning of this reign the French fleets were numerous and powerful enough to be able of themselves, without assistance, to face the two greatest maritime powers in Europe, till the happy victory of Admiral Russel in 1692, destroyed their navy so effectually as never to suffer them to make head against Britain with any great prospect of success.

France had, however, the glory in 1690, of triumphing over the united fleets of England and Holland, for which the Earl of Torrington, who commanded in chief, underwent much censure, and though his Lordship was acquitted when brought to his trial, yet his Sovereign thought proper to dismiss him entirely from his service.

King William, with more fortitude and wisdom than human nature seemed capable of, triumphed over difficulties and dangers that to any other person would have seemed almost insuperable. The stake he played for was great and glorious, for the fate of arms was not only to decide the sovereignty of the seas, but of his kingdom likewise; had he lost the former the other must have followed, all depended then upon his Navy; his crown, perhaps his life, nay what was dearer to him than either, the maintenance of the Protestant religion, and the liberties of the people who had elected him their Sovereign in order to preserve them.

Admiral Russell had the honour to be entrusted with the supreme command of the confederate fleets, with which he continued cruising during the summer of 1691, without any opportunity of bringing the enemy to a general action; the large ships were, as usual, dismissed in the winter and laid up, while every arrangement was made in the different departments to have the fleet at sea early in the spring, in order to proceed as the situation of affairs might then render necessary.

The French, who began to look upon themselves as a maritime power, had been very alert during the winter in their preparations, and got their fleet ready for sea before the English squadron, who was cruising, could be joined by the Dutch. This intelligence was by some means communicated to Count Tourville, who commanded the fleet of France, and proved the happy means of bringing on the glorious action that ensued; for the French Admiral, elated with his former success against Torrington, and fired with the thoughts of ruining the Navy of England at a blow, sent an express to Paris with the account, earnestly desiring the King's permission to engage the English squadron directly. Upon the return of the courier to Brest with the answer he desired, he immediately put to sea, shaping his course for the Isle of Wight, off which, he was informed, the English ships were cruising, in expectation of being joined there by the Dutch.

The junction of the confederate fleets, however, was known at Paris within a few hours after Tourville's courier departed, and counter orders were sent by an express, which found he had sailed; but two vessels that carried copies of the same orders for him, were both taken by English cruisers.

The English and Dutch squadrons, when joined, amounted to ninety-nine sail of the line, and the Count Tourville's but to sixty-three *; the success and detail of the engagement is known too generally to need a recital here, suffice it to say, that on the return of the victorious fleet to Portsmouth, the Queen, his Majesty being abroad, was so extremely pleased with the gallant behaviour of her fleet, that she sent down a gratuity of 3000*l.* to be distributed amongst the seamen, and ordered gold medals to be struck and given to the Officers, as tokens of honour, and marks of Royal approbation.

The latter end of the following year, the King was graciously pleased to take into consideration the smallness of the pay allowed to Sea Officers; and by the advice of the Privy Council, he established the following regulations, among some others, *viz.*

That the sea pay of Flag Officers, Commanders, Lieutenants, Masters, and Surgeons, should be doubled.

That all Flag-Officers, and Captains of first, second, third, fourth, and fifth rates, and fireships, and the First Lieutenant and Master of first, second, and third rates, who have served a year in the same posts in ships of these rates, or been in a general engagement, should have half-pay while on shore, to be paid quarterly, out of the general estimates of the Navy.

That the number of servants allowed the Commanders should be, for the Admiral of the Fleet ten, and all other flags one each; Captains of first and second rates, six; of third and fourth rates, five; of fifth and sixth rates, four; the number of servants allowed to be deducted out of every ship's complement.

When this regulation had taken place, the pay of the Royal Navy was in the following ratio:

		£.	s.	d.
The Admiral of the Fleet, *per* day,		6	0	0
Admirals of the White and Blue,		4	0	0
Vice-Admirals,		3	0	0
Rear-Admirals,		2	0	0
Captain to the Admiral of the Fleet,		2	0	0
Captains	of 1st rates,	1	10	0
	of 2d rates,	1	4	0
	of 3d rates,	1	0	0
	of 4th rates,	0	15	0
	of 5th rates,	0	12	0
	of 6th rates,	0	10	0

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* Some historians make the force of the enemy still less.

Lieuts.	of 1st rates, of 2d rates,	0	6	0
	of 3d rates, of 4th rates, of 5th rates, of 6th rates,	0	5	0
Masters	of 1st rates, *per* month,	14	0	0
	of 2d rates,	12	12	0
	of 3d rates,	9	7	4
	of 4th rates,	8	12	4
	of 5th rates,	7	15	0
	of 6th rates,	6	12	0
Surgeons,		5	0	0

It was at this time that the allowance for table-money ceased, which was granted by King James to Captains in the Navy.

No general engagement ensued during the remainder of this war, the French naval force was too much broken to venture appearing again in a body in the Narrow Seas, so they turned their attention towards ruining the British trade by cruisers and intercepting convoys, both of which they were but too successful in, particularly the Straits outward-bound fleet, which Sir George Rooke was escorting to the Mediterranean, was fallen in with off the coast of Portugal by Tourville and a very superior force, many ships were taken, but the admirable conduct of Rooke saved the greater part of the fleet, by which he acquired infinitely more honour than the French Admiral did by his advantage. [*To be continued.*

DESCRIPTION OF PLATE LXI.

ACCOUNT OF THE CAPE OF GOOD HOPE.

THE Cape of Good Hope is properly the western point of False Bay; its south latitude is 34° 25' and longitude east from Teneriffe 35°. It is not the most southern point of Africa, for Cape Anguillas, which is some leagues to the eastward of it, lies in 34° 50' south latitude.

About seven leagues to the northward of the west point of False Bay, is the Leeuwenberg, or Lion's mountain, from the northern part of which extends a low sandy point, called the Duintjes, or Sand-hill point, forming the western extremity of Table Bay. This is a large bay where ships lie sheltered from all winds except from N. W. to W. N. W. and when the weather is stormy a heavy seavy rolls in, by which the East India Company lost seven homeward-bound ships in the year 1737.

Before the bay lies a small and low island, of something more than three quarters of a league in circumference, called Robben or Seal Island. It is a barren and rocky spot, interspersed with patches of sandy ground. It serves as a place of exile or confinement for criminals sent hither, either from the Indies or the Cape. These are obliged to labour for several hours every day in the service of the Company, chiefly in heaving and transporting lime-stone, which is afterwards carried by small vessels to the Cape, and is used in the construction of houses and other works; they are allowed the necessary provisions by the Company. Many reefs project from the island on all sides, and a quarter of a league to the southward, there is a large rock, just upon the level of the water, which is called Walvisch or Whale, and upon which there are breakers when there is the least swell of the sea. The road of the island is on the east side in nine fathoms water. Table Bay is formed by three high mountains, the most western of which is the Lion's Mountain, Table Mountain is in the middle, and the Devil's Mountain the easternmost; they lie in a semicircular form, and the valley between them, in which is situated Cape Town and Castle, is called Table Valley. The near neighbourhood of these elevated mountains, and especially the two last, produces no little inconvenience to the inhabitants of the Cape, in the south-east or good monsoon, by the heavy squalls, which pour over them. Several hours before they begin to blow, a small cloud appears at the top of the Table, which is followed by others, and assembling together, they gradually cover the whole of the summit, and descend down its sides, sometimes farther than halfway, so that the mountain appears encircled by an impenetrable mist, while the clouds roll majestically down the sides of the chasm, between the west side of the Table mountain, and the Lion's Head.

Then follow the most violent gusts of wind, which sometimes last for four days and longer. During these it is even difficult to walk the streets. Large sized pebbles are taken up by the torrent of air and carried out into the road as far as the ships. The latter can scarcely remain at anchor, for it often happens that they part their cables though they have no swell of the sea to withstand, but only the violence of the wind.

On coming from sea, when the south east wind blows hard, there is the greatest danger of losing masts, if a ship persists in attempting to reach the road; hence in such cases most ships run under Robben Island and cast anchor there.

Although the season when this wind prevails is called the good monsoon (*goede monsson*), it is nevertheless much better weather, during the months from May to September, which are, on the contrary called the bad monsoon (*kwaade monsson*), on account of the violent northwest winds which then sometimes blow, and make the road of Table Bay unsafe: for this reason, the Company's ships are not allowed to enter it from the middle of May to the middle of August, but must run into False Bay, where they lie sheltered from all winds.

The absolute and intrinsic value of this settlement induced the British Government in the year 1795, to send out an expedition to attempt the capture of so important a place, soon after those persons who had usurped the political direction and government of the United Provinces had declared their hostile intentions toward Great Britain. The first attempt was made by a corps of troops considerably inadequate to the undertaking, sent thither under the orders of General Craig, and protected by a squadron commanded by Sir George Keith Elphinstone, now Lord Keith, and Commodore Blanket. After the previous ceremony of a summons, the troops destined for the expedition landed at Simon's Town on the 14th of July 1795. It consisted only of about eight hundred men, three hundred and fifty of which were marines, and the remainder a part of the 78th regiment of foot.

The town had been destroyed previous to the landing of the troops, and this proof of avowedly hostile disposition in all probability hastened that attack which would otherwise have been postponed but for such manifest tokens of that disposition. A few days only had elapsed, ere the military, and inhabitants of the country, under the influence of the Dutch Government, commenced a desultory though repeated attack on the British troops; in consequence of which conduct the Commander in Chief, with the most ready decision, immediately resolved to force the strong and important pass of Muisenberg. It was indispensably necessary to obtain possession of this post previous to the attack of the Cape Town, and it consequently became expedient that the force intended for this service should be augmented in as great a degree as circumstances would possibly permit: for this purpose, a detachment of seamen regularly formed into two battalions, were landed from the ships of the squadron, and increased the numbers of the assailants to sixteen hundred men. The post destined to be attacked was not only extremely strong by nature, but had been rendered additionally so by art. A considerable number of cannon mounted on field-carriages defended the approach, against which the assailants had not a single piece of ordnance to oppose, having placed their whole dependence on the assistance which they hoped to derive from the attack made by the ships of war to the seaward. The enemy, however, were driven from their posts, but taking advantage of that assistance which nature and the strength of the ground afforded them, they retreated to a small distance only, where they again took post, as it were in the desperate resolution of disputing the ground inch by inch.

On the very morning subsequent to the attack and success just mentioned, the Dutch garrison made a gallant and almost desperate sally from the Cape Town, in the hope of recovering that ground from whence their comrades had been before driven. The steady prudence of the British rendered the spirited attempt abortive, and the enemy retired without effecting the smallest service to their almost hopeless cause. In a few days afterward a reinforcement of nearly four hundred men arrived from St. Helena; but still the corps under the orders of Mr. Craig was inadequate to so formidable an attempt as that which it appeared absolutely incumbent on him to undertake. The reduced state of provisions and other necessaries, with which the assailants were provided, rendered it necessary that an immediate attempt should be made, or that the enterprise should be totally abandoned. A consultation being held between the Commanders in Chief by sea and land, it was decided that a definitive attempt should at all events be made on the 8th of September, the event of which was to decide whether the Cape and its dependencies should come under the dominion of Britain, or continue with its former masters. The spirit of the assaulted, headed by an Officer in the Scotch brigade, who had been permissively for many years in the service of the United Provinces, obviated the necessity of the assault, for the garrison had gallantly resolved, as a *dernier resort*, to make a grand sally in the hope of driving their assailants back, when the sudden appearance of fourteen large ships in the offing, having General Clarke on board with a very considerable corps, induced the enemy to draw back with precipitation to their own posts, and wait in patience for the future hour of attack. The reinforcements being landed, the assailants advanced on the 14th, and in consequence of their near approach to the object of their fury, the important post was surrendered on capitulation, after a loss trivial in the extreme, when compared with the magnitude of the attempt. No disturbance, save that which was effected by the industry of the Dutch settlers among the natives of the country, was given to the captors for more than ten months, when a Dutch squadron, consisting of the following ships, the Dortrecht, of

66 guns, Rear-Admiral Lucas; Revolution, of 66, Captain Rhnibeude; Admiral Tromp, of 54, Captain Valkenburg; Castor, of 44, Captain Clarisse; the Braave, of 40, Captain Zootmans; the Bellona, of 28, Captain Valk; the Sirene, of 26, Captain De Cerf; the Havick, of 18, Captain Bezemen; and the Maria storeship, having on board, in seamen and soldiers, 1972 men, arrived there in the rash expectation of dispossessing the captors. The event might easily have been foreseen, the whole force fell without the smallest attempt at defence into the hands of those against whom their efforts were intended to be directed. Since that time the settlement and its possessors have enjoyed a tolerable share of tranquillity. The only interruption it has sustained having been occasioned by the impotent disaffection of the natives, who, allured by the artifices, and crediting the promises of their former Dutch masters, have forfeited their lives as a tribute due to that infringement of peace which they wished to disturb, but have not been able materially to interrupt.

NAVAL LITERATURE.

A TREATISE *on* PRACTICAL NAVIGATION *and* SEAMANSHIP.

[Continued from page 331.]

"THE 3d February 1764, very fresh gales of wind, and thick cloudy uncertain weather, with heavy squalls and rain, and a great sea from the S. S. E. At two P. M. the tiller having broke in the rudder head, we immediately choaked the rudder in order to fix another tiller; whilst this was doing, I apprehended there was something more than common the matter with the rudder, I took the carpenter of the ship with me down to the gun-room, and watched a favourable opportunity when the sea was smooth and the ship most quiet, to open the weather gun-room port with caution, as the sea was high, we did so and then saw that the upper pintle iron of the rudder was broke, and also the upper gudgeon at the upper part of the sternpost was broke in the neck, and that several of the pintle irons and braces, or gudgeons were loose, and that the second brace or gudgeon iron was entirely loose, and come off from the sternpost, and the nails were entirely come out of the planks of the ship's buttocks, and the next brace or gudgeon below that, being the third from the top, was started off from the planks of the buttocks, and the greatest part of the nails were partly worked out, some of them were worked out half their length, so that in a short time it must have come off from the sternpost. We were apprehensive that the rudder would have torn all the rudder irons or braces off the ship's sternpost, which would have increased her leak to such a degree that the pumps could not have kept the ship free; it was therefore agreed to unhang the rudder and let it go. At half past two P. M. made the signal of distress to the America, which she observed, and bore down to us, and at the same time unhung the rudder and cut it away to prevent its doing any further damage.

"After the rudder was gone, we could hear the water running in through the nail holes of the second brace or gudgeon iron, which since the rudder was cut away, was entirely gone off the sternpost, this occasioned a leak in the bread-room, and had damaged a great quantity of bread; but notwithstanding that, we kept the ship free by working two chain-pumps only. At six A. M. we got down the fore-top-sail-yard and struck the fore-top-mast, and got it down upon deck, in order to get up a jury fore-top-mast. The people employed making a machine to steer the ship by instead of a rudder, and in frapping the ship in several places, in order to succour the ship's sides and upper works, and to prevent their working and opening in the manner they did; got up the mizen-top-mast for a jury main-top-mast, this we did to ease the ship's upper works, and proceeded in the frapping to keep the ship together, for during the gale of wind it strained and opened in a surprising manner, found many of the chain bolts started two or three inches, and a great many of the tree-nails in the ship's bows and upper works, some of them worked one, two, or three inwards, and others worked as much without the ship's side, all the bolts of the walls and upper works of the deck worked in a surprising manner, several of them by the working of the ship rose the whole thickness of the plank above the deck, and sunk down again with the motion of the ship, some drew the nails up with them, and some drew the heads of the nails through them, which made it very dangerous to walk or stand upon deck. In wet weather the people could not lie in their hammocks, and the trees of the standards with the ship's rolling, would lift off from the deck, some of them four, five, or six inches, and the gun-wale, and the streak below the gunwale, was quite broke off at the gangway port, quite down to the upper deck. In short the ship was an entire wreck.

"At noon this day fresh gales and hazy weather, the sea a little abated, we kept the ship free with two chain-pumps only, the ship lying to under her mizen-stay-sail and main-stay-sail; had an observation, latitude 19° 52', longitude made from Mozambique 1° 1' N. It bore by our reckoning N. 12° E. distance 98 leagues. The America in company.

" The 4th February 1764, fresh gales with a great sea from the southward, the people employed in making a machine to steer the ship by, and in frapping the ship in several places, in order to succour the upper works, which still strained and opened very much, though the weather is much abated; got up a main-top-gallant-mast for a jury mizen-top-mast, and bent the proper mizen-top-sail, for a cross jack, and set the sail. A. M. swayed up the fore and main-yard, and let out the reefs of the courses, unballanced the mizen, let out the reefs and swayed up the yard, got up a spare mizen-top-mast for a jury fore-top-mast, and a jury main and mizen-top-sail yard, and bent the mizen-top-sail for a main-top-sail, and a main-top-gallant-sail for a mizen-top sail. The ship was kept free these twenty-four hours by constantly working two chain-pumps. At noon fresh gales and clear weather, the sea smoother than yesterday. The sail the ship was under, were the fore-sail and mizen-cross-jack, and main and mizen-stay-sails; had an observation, found a south current, latitude in 20° 45′, longitude made from Mozambique 31′ W. it bearing N. 6° E. distant 100 leagues. The America in company.

" The 5th of February 1764, fresh gales and clouds, with uncertain weather, with squalls and some rain, and a large swell from the southward. P. M. The people employed in frapping the ship, and making a machine to steer the ship by. A. M. Got up a jury fore-top-sail-yard, and set the jury main-top-sail, single reefed. We find a constant leak in the ship's sternpost and buttocks, occasioned by the rudder carrying away two brace or gudgeon irons, *viz.* the second and third from the top, off from the sternpost and buttocks, the nail holes of the same braces make so much water, that it runs into the bread-room, and has damaged a great part of the bread. At noon set the jury fore-top-sail; the people employed in making a machine to steer the ship by, and in frapping the ship; two chain-pumps constantly going has kept the ship free these twenty-four hours; found a strong southerly current, had an observation, latitude 20° 20′ S. longitude made from Mozambique 4′ E. it bearing N. 105 leagues. The sail the ship is under, fore and main-top-sail, fore-sail, mizen-cross-jack, mizen and main-stay-sails, standing to the south eastward. The America in company.

" The 6th of February 1764, fresh gales, and hazy weather, with a large swell from the southward. In P. M. the people employed as before in making a machine to steer the ship by, in frapping the ship, and making jury sails; the sail the ship has set upon her, lying to under a fore-sail, mizen and main-top-sail, and mizen-stay-sail; the ship is kept free with two chain-pumps constantly going; people employed in frapping the ship forward about the bows, where she strains and opens very much; had an observation, found a southerly current, latitude in 20° 42, longitude made from Mosambique 34′ E. it bearing N. 5° W. distance 114 leagues, the ship's head to the south eastward. The America in company.

"The 7th of February 1764, moderate and fair weather, with a swell from the southward, the people employed in making a machine to steer the ship by, and in frapping the ship in different parts, particularly forward, to succour the cutwater; the carpenters employed in caulking in the lower-deck ports; two chain-pumps constantly going, keeps the ship free; had an observation, found the ship forty eight miles to the southward of the reckoning, supposed a south current, latitude in 21° 6′ S. longitude made from Mosambique, 1° 3′ E. it bearing N. 9° W. distance 122 leagues. The ship laid to all these twenty-four hours under a fore-sail, mizen, and main-top-sail, mizen and main-stay-sail, with her head to S. E. The America in company.

"The 8th of February 1764, the first and middle parts moderate and fair weather, the latter fresh gales and clear weather, with a swell from the southward. In P. M. all hands employed in fixing and completing every thing to the machine, in order to get it overboard to steer the ship by. At three P. M. completed the machine and got it overboard into the water, and hung it to the ship's stern in the proper place. This machine was to supply the place of the rudder. At half past six made sail and wore ship to the westward with the machine, which seemed to answer very well, stood to the westward all night with the wind at S. and S. S. W. and continued so till next day at noon, when we had fresh gales and clear weather, with a swell from the southward; had an observation, kept the ship free with two chain-pumps constantly going; we had at this time eleven lashings or frappings on the ship's upper works to keep her together, and prevent her parting asunder, so much shattered was the ship. We found by observation the ship thirty-one miles to the southward of the reckoning, supposed a south current, latitude in 21° 45′ E. and longitude made from Mosambique 35′ E. it bearing north 4° W. distance 135 leagues. The America in company. The wind S. by W. the ship laid up W. by S. standing to the westward on the larboard tack; sails set on the ship, were the three courses, the three jury top-sails reefed, and stay sails; the ship steered very well with the machine."

[*To be continued.*]

Poetry.

MR. EDITOR,

I thankfully acknowledge the insertion of my last, which has again induced me to take up my pen, and under your happy auspices I hope I shall improve. Though I am no sailor, and your work might on that account be less calculated for me, yet to have before my eyes the portraits, lives, and noble actions of our illustrious Admirals, is a possession truly valuable. With the greatest esteem for you and your works, I remain, C. S.

BRITAIN surrounded by the azure main,
The seat of glory, and the school for arms,
Smiles at the fury of united pow'rs,
And treats, indignant treats their false alarms.

In nat'ral strength, and conscious valour bold,
Her flag shall wave triumphant in the fight,
Claiming the empire of the trackless seas,
Shall humble those who now dispute that right.

May fate ordain by its impartial laws,
That those shall feel Britannia's vengeful blow,
Who basely have the ties of treaties broke,
And from the faithful friend become the foe.

May Providence, on whom our hopes depend,
That hitherto has lent her helping hand,
Still guide our fleets in safety o'er the deep,
And still protect this highly favour'd land.

Oft has the sea been ting'd with human blood,
Oft borne dead bodies on its refluent wave,
Oft groan'd beneath the battle's fiercest rage,
And prov'd, to thousands prov'd, a wat'ry grave.

But may the sweets of peace again return,
Then shall the Muse resume her tuneful string,
Flourish beneath the peaceful olive's shade,
Nor weep, the themes of deep distress to sing.

On our late Naval Atchievement at Copenhagen.

GENIUS of Albion, still 'tis thine
To wield the sceptre of the main;
Ev'n tho' th' embattled world combine
To wrest it, the attempt proves vain.
Firm as an adamantine rock,
Thy Naval prowess meets the shock,
And hurls, indignant, the recoiling blow,
Aim'd at thy envied head, on the confounded foe,

Thy valiant Tars no dangers dread;
Still prompt to fly where Glory calls,
The canvas wing they proudly spread,
That wafts along thy wooden walls;
Nor castled streight, nor buoyless shoal,
Their dauntless ardour can controul;
Nor thund'ring batt'ries, who tremendous roar
Ev'n shakes the solid frame of the resounding shore.

O'er the wide surface of the globe,
Under each pole, beneath each zone,
To realms of ev'ry hue and robe,
Thy maritime renown is known.
The trembling east, the humbled west,
Have oft thy matchless might confess'd;
And soon the *truant* North again shall melt
To mildness, since her sons have Nelson's vengeance felt.

Yet still the soul of Pity shrinks
When the dread stroke ev'n Justice deals;
Upon the Widow's woes she thinks—
On all the hapless orphan feels.
Amid the triumphs of the brave
Death's sable flag is seen to wave;
And dire misfortune mingles her alloy,
To damp, in many a heart, the cause of general joy!

Alteration of the old Ballad, "Ye Gentlemen of England."

YE mariners of England,
That guard our native seas,
Whose flag has brav'd a thousand years,
The battle and the breeze,

Your glorious standard launch again
To match another foe,
And sweep thro' the deep
While the stormy tempests blow—
While the battle rages loud and long,
And the stormy tempests blow!

The spirits of your fathers
Shall start from ev'ry wave;
For the deck it was their field of fame.
And ocean was their grave!
Where GRANVILL [*] (boast of freedom) fell,
Your manly hearts shall glow,
As ye sweep thro' the deep
When the stormy tempests blow—
When the battle rages loud and long,
And the stormy tempests blow;

Britannia needs no bulwark,
No towers along the steep;
Her march is o'er the mountain-waves,
Her *home* is on the deep:—
With thunders from her native oak
She quells the floods below,
As they roar on the shore
When the stormy tempests blow!
When the battle rages loud and long,
And the stormy tempests blow!

The meteor flag of England
Must still terrific burn,
'Till danger's troubl'd night depart,
And the star of peace return!
Then, then, ye ocean warriors,
Our song and feast shall flow—
To the fame of your name,
When the tempests cease to blow—
When the fiery fight is heard no more,
And the tempests cease to blow!

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[*] Sir Richard Granvill. See vol. iii. page 133, et seq.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I HAVE the vanity to think the enclosed memorial, which, you may depend on, is authentic, may be worthy of a place in your Chronicle, more particularly as a part of it bears some small relation to a much more interesting event, nearly in the same quarter, and may serve to hand to posterity a most spirited though private piece of service. Admiral Harrison was an Officer of infinite merit, but as merit was at that time on some occasions insufficient to procure a well deserved advancement, Captain Harrison was not promoted to the rank of Captain till after he had served forty years in the Navy. He died Vice-Admiral of the Red in 1758.

ADMIRAL HARRISON'S MEMORIAL TO LORD ONSLOW.

MY LORD,

PURSUANT to your Lordship's request, I have drawn out a memorial of the time and manner of my service in the Navy.

I served two years as a volunteer on board his Majesty's ships London and Dunkirk in King William's war. In 1700, I served as Midshipman on board the Pendennis, commanded by Captain Charles Strickland, who took me with him into the Romney, where I served Master's First Mate, from 1701 to April 1703, when I was made Lieutenant of the Dartmouth, in Helvoetsluys, as appears by certificate annexed. In a voyage from Archangel, at the utmost hazard of my own life, I was the instrument (under God), of preserving the Romney, and in all probability the whole ship's company, from perishing in the White Sea.

The next year at Elsinore, being with the longboat ashore at Elsingburgh, the Governor of that province, under pretence of a trespass committed by our people cutting a little broom, seized on ten of them, which he made prisoners (wounding two or three), and insisted on 400 rix dollars for the damage; Captain Strickland, with Captains Tudor Trevor and Watkins, being on shore at the same time could bring him to no other terms. I took the said Governor off from the bridge at Elsingburgh, where there was a guard of six soldiers, and above twenty Swedes, Officers, and other gentlemen, brought him on board, and obliged him to send a letter forthwith to discharge the men. For the truth of this I refer to Captain Tudor Trevor.

In 1705, I was made Lieutenant of the Dunwich, when I projected a machine to metamorphose the said ship into the form of a

Dutch flyboat, which so well answered the design, that by decoying them within pistol-shot, we took five privateers, put on shore on Dieppe beach a French man of war, of twenty-four guns, and six privateers upon the beach at Calais; for a confirmation of which I refer to Captain Charles Hardy, Commander of the Carolina yacht, and Captain Thomas Greaves.

I attacked, boarded, and took a French privateer of six guns and thirty-four men, off Dungeness, with our pinnace and yawl, in which I had but nineteen men, though a fresh gale of wind, and the privateer under sail, and our ship above a league from us; for which Captain Greaves and all the ship's company gave me the property of the whole prize.

In 1711, I was made Captain of the Dunwich preferably to either of the Admiral's own Lieutenants, which commission though not confirmed, Lord Torrington was of opinion it ought to have been, and three years since promised to be my advocate to get me a ship, but I still remain on the half pay list of the Lieutenants.

In August 1714, by orders from the Lords of the Admiralty, I was sent from Plymouth Commander of his Majesty's ship smack the Mary, to Brest, to inform myself of all the preparations making both by land and sea at that port and places adjacent, which I performed in eleven days, and gave their Lordships a particular account. The copy of which is annexed. This expedition cost me more than twelve guineas, which I was never reimbursed; I hope their Lordships will be pleased to take it into consideration, and for the better supporting of my family, which consists of a wife and nine children, remove me from the list of Lieutenants.

My preserving his Majesty's ship Romney, was in the manner following: in our passage from Archangel we were by a strong unknown current driven so near to the island of Candenoze, that in a dark and stormy night we were obliged to come to anchor, the next morning finding ourselves on a lee shore, and so near a ledge of rocks that without casting the ship to starboard she must inevitably have been on shore, not having room to wear the ship, the wind at the same time two points more on the starboard bow, and blew so hard with the current and a great sea, that there was no possibility of lowering a boat or standing in the head to put a spring on the cable, the viol and messenger being both broke in heaving, and the hitches jammed in the hawse hole, so that the ship rode entirely by the hawse piece with a rope reeved in a block at the bowsprit end; I swung myself from the head of the Lion as far as the buoy, and swam to it with a deep sea line in my hand, which being fastened to the end of a hawser, I reefed in the strap of the buoy, and was hauled on board with the same (having been above twelve minutes in the water, the sea making a free passage over me, and at the same time above fifty tons of ice hanging about the ship), the hawser was brought on the larboard bow, when cutting the cable with some chissels in the hawse, we cast the ship the right way.

PHILOSOPHICAL PAPER.

Description of, and Remarks on, an Alteration in the Heads of Ships, Proposed by JOHN HALLETT, *Esq.*

TO an eye so impartial as to be divested of prejudice in favour of what it has been accustomed to, these heads must certainly appear more ornamental than the present ones, in as much as a continued line is handsomer than one which is abruptly terminated by the interposition of another in a contrary direction. It must be added that they will present that appearance, which is now so generally attempted by boarding up in a strait line above the upper rail of the head, and carrying the painting of the side quite forward to the head itself.

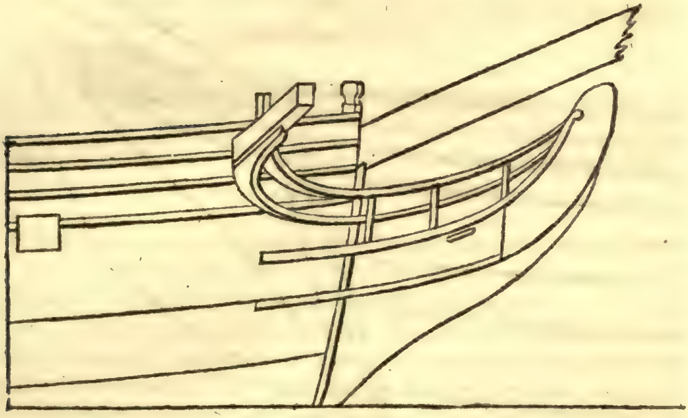
These heads may be made to terminate either in the head of an animal, the bust of a man, a shield with a coat of arms, or any other device.

That these heads are lighter by nearly one half than the present ones, must be evident on inspection. And this is certainly no small circumstance to recommend them, without taking into the account the consequent reduction of expence. At the same time they afford equal utility for gamoning the bowsprit, and for conveniences for the people, though the latter will have the advantage of being higher out of the water, and will consequently be more dry and comfortable.

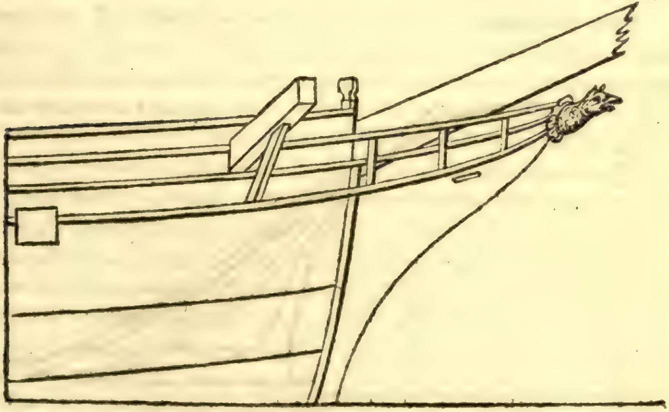
It is proposed to make the rails curved on the horizontal plane, by which means they will break into the rails of the side as fairly on the horizontal as on the perpendicular plane. The lower rails must break in further forward than the upper ones, by which means a gradation will be preserved as at present. It is proposed to have a pair of cheeks in the wake of the lower rail, or rather the lower rail itself may be a cheek with the throat rather deep, which therefore will not be apparent; and if these are not thought sufficient to secure the knee of the head, a pair of iron ones may be added lower down, which will instantly render these heads at least as secure as the present ones, especially as the weight and likewise the surface exposed to the impulse of the sea is so much reduced.

Scotland-yard, Whitehall.

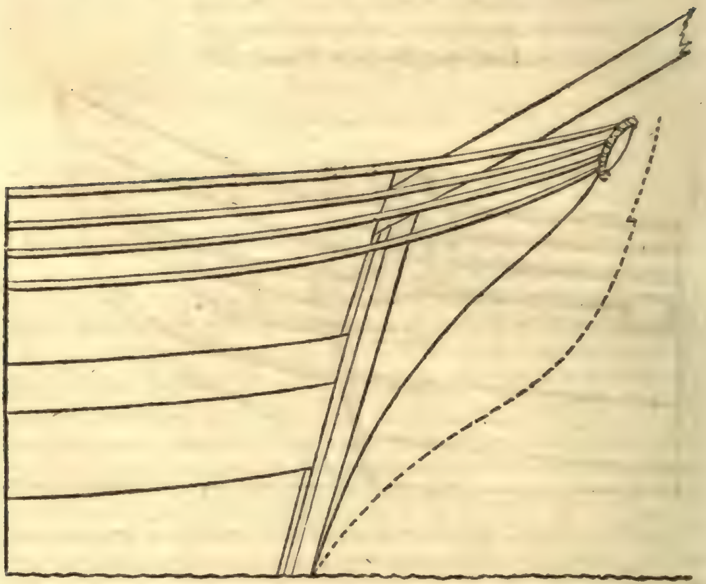
Head of a frigate as they are built.



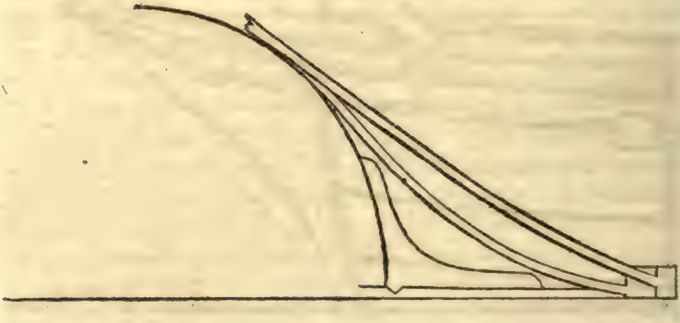
Head of a frigate as proposed by Mr. HALLETT.



Design for an Head for an East India ship.



The ticked line shows the fore part of the present heads.



The upper and lower rails only are drawn on the horizontal plane.

Gazette Letters.

ADMIRALTY-OFFICE, APRIL 28.

Copy of a letter from the Right Hon. Lord Keith, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated in the harbour of Marmarice, the 17th of February, 1801.

SIR,

I TRANSMIT a list of merchant vessels captured or destroyed by his Majesty's ships and vessels on the station since my last report, and have the honour to be, Sir, &c. KEITH.

[Here follows a list of 112 ships and vessels of different descriptions.]

Copy of a letter from Admiral Milbanke, Commander in Chief of his Majesty's ships and vessels at Portsmouth, to Evan Nepean, Esq. dated the 24th inst.

SIR,

I beg you will please to lay before their Lordships the two letters enclosed, which I have received from Lieutenant Talbot, of the Sheerness hired cutter, and Lieutenant Morris, of the Lady Charlotte hired brig, giving me an account of their success in capturing a French lugger privateer, and in recapturing five vessels which she had taken. I am, &c. M. MILBANKE.

SIR, *His Majesty's hired armed cutter Sheerness, at Sea, 21st April.*

I have to inform you, that I weighed from Weymouth Roads at five A. M. yesterday, on seeing the signal for an enemy on Portland, in company with his Majesty's armed brig Lady Charlotte; saw the lugger privateer Le Prefect de la Manche, Captain Le Froment, mounting sixteen two-pounders, manned with forty-nine men, to the westward, and her prize to the southward; as it was nearly calm, I judged I should not come up with her, went in chase of her prize; sent the mate in the gig, who, at seven P. M. boarded her near Alderney. She proves the Soker schooner of Colchester, in ballast. This morning, at half past ten, I discovered the lugger and four sail to the westward; Lieutenant Morris, of the Lady Charlotte, used every exertion, and was successful in recapturing them; at half past two I hailed the lugger, and, as he would not bring to, fired several shot at him, when after carrying away several of her sails, she struck without firing at us. Lieutenant Morris will inform you of the particulars of his recaptures. I am concerned to have to state, one Englishman was killed, and one wounded in the cabin of the lugger. The good conduct of Mr. James Bellard, Mate, I beg leave to point out, who has on all occasions conducted himself to my satisfaction. I shall, on my arrival at Plymouth, to which port, the wind being easterly, I judged it prudent to put into, use every exertion to put to sea, and follow the orders you have given me. I am, &c.

M. Milbanke, Esq. J. H. TALBOT.

SIR, *His Majesty's hired brig Lady Charlotte, Plymouth Sound, April 22.*

I beg leave to inform you, that on the 20th instant, at six A. M. I weighed from Portland Roads (the Sheerness cutter in company), on the signal being made for an enemy on the coast, I stood to the southward with the above cutter, having information of a schooner in that quarter, which a privateer had captured that morning. At six P. M. on the 21st she was recaptured by the boat of the Sheerness; on the 22d, at two P. M. being then between Portland and the Berry-head, I observed a lugger to windward, to which the Sheerness gave chase, and I am happy to say, captured after a running fight of half an hour; from my situation, being little wind, I was unable to assist the cutter in her capture, I therefore sent my boats in chase to the westward, of three brigs and a sloop, which they recaptured. They had been captured in the morning by the lugger which the Sheerness took; but from the people on board them making their escape in their boats on the approach of ours, I was unable to obtain their names and cargoes except one, which is the Generous Friends, a brig of about 200 tons, with a cargo of lead. I have the honour to be, &c.

M. Milbanke, Esq. GEORGE MORRIS.

ADMIRALTY-OFFICE, MAY 2.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, April 24.

SIR,

I have enclosed letters from Captain Ricketts, of the Naiad, and from Captain Cooke, of the Amethyst, and also a copy of a letter from Captain Newhouse, of the Megæra, respecting some Spanish vessels he destroyed off Ferrol; he also retook a West India ship, but did not give me the name. I am, &c.

W. CORNWALLIS.

SIR, *Naiad, at sea, April 4.*

I enclose a copy of a letter from Captain Cooke, of his Majesty's ship Amethyst, giving an account of her having captured a Spanish privateer. I have the honour to be, &c.

W. H. RICKETTS.

Hon. Admiral Cornwallis.

SIR, *Amethyst, at sea, March 17.*

I have to acquaint you, that, in executing your instruction of the 15th instant, on the evening of the 16th, I fell in with and captured the Nostra Signora del Carmen, a Spanish schooner privateer, mounting six guns and having on board sixty-five men, sailed from Rigo the preceding evening, bound on a cruise. As she did not appear to me to be fit for his Majesty's service, I destroyed her; and have the honour to remain, Sir, &c.

JOHN COOKE.

W. H. Ricketts, Esq.

SIR, *Megæra, at Sea, April 21.*

I have the honour to acquaint you, that the boats of his Majesty's ship under my command captured, on the 28th ult. in a calm, close in with the land, to the northward of the entrance of Ferrol (to which place they were bound, and had sailed from Bilboa), the Spanish vessels as per margin *; finding them in a state unfit to keep the sea, I judged it prudent to destroy them. I am, &c.

JOHN NEWHOUSE.

Hon. Admiral Cornwallis.

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* Fleaxmen, of 110 tons, laden with cedar; Losdores, of 134 tons, laden with coals; Jesus, of seventy tons, laden with lime and calavances; chasse-marée, laden with grain, armed with swivels and muskets.

Copy of a letter from Lieutenant W. Shepheard, Commander of his Majesty's cutter the Pigmy, to Evan Nepean, Esq. dated off the Isle Molata, March 15.

SIR,

Enclosed I have the honour to send you a copy of my letter of this day to Captain Ricketts, of his Majesty's sloop El Corso. I have the honour to be, Sir, &c. W. SHEPHEARD.

SIR, *Pigmy, off the Isle Molata, March 15.*

I have the honour to acquaint you, that this morning, at half past six, off the north end of the Isle Lonzo, we chased a trabaccolo, which anchored near the Isle Molata, at half past eight, hoisted French colours, and struck them on my firing one shot; she proves to be the French privateer L'Achille, commanded by Francisco Bruni, mounting four nine-pounders, and two six-pounders, brass cannon, with forty-four men, from Ancona one day, and had made no capture. I have the honour to be, &c. W. SHEPHEARD.

Captain Ricketts, El Corso.

ADMIRALTY-OFFICE, MAY 5.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, 28th April.

SIR,

I have enclosed a letter from Captain Hotham, of his Majesty's ship Immortalite, giving an account of his having taken a French privateer. I have the honour to be, &c. W. CORNWALLIS.

SIR, *Immortalite, at sea, April 17.*

I have the honour to inform you, that on the 14th, in latitude 49 deg. eight min. north, and longitude 13 deg. 25 min. west, I fell in with and captured La Laure French privateer brig of fourteen guns and seventy-eight men, who had been fifteen days out from St. Maloes, and had taken nothing but a Portuguese vessel from Bristol bound to Lisbon; but during her former cruises had made seventeen captures. I have the honour to be, &c, (Signed) HENRY HOTHAM.

Hon. Admiral Cornwallis.

Copy of a letter from Lord Amelius Beauclerk, Captain of his Majesty's ship Fortune, to Evan Nepean, Esq. dated Spithead, the 1st instant.

SIR,

I acquaint you, for the information of the Lords Commissioners of the Admiralty, in company with his Majesty's ship Trent and Dolphin cutter, we captured on the 20th of April, after a chase of ten hours, close in with St. Aubin's Bay, Le Renard French privateer lugger, from St. Maloes, pierced for ten guns, which vessel has been a great detriment to our coasting trade. I am, &c. A. BEAUCLERK.

Copy of a letter from Lieutenant Losack, commanding his Majesty's ship Jason, to Evan Nepean, Esq. dated at sea, the 1st instant.

SIR,

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, of my having, at one o'clock this morning, Cherbourg bearing south, distant four leagues, captured La Dorad French brig privateer, mounting fourteen brass six pounders and fifty-three men, commanded by Citoyen Le Fevre, from Cherbourg six hours, and bound for a cruise off the coast of Spain. I have the honour to be, &c. WOODLEY LOSACK.

ADMIRALTY-OFFICE, MAY 9.

Copy of a letter from Admiral Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean to Evan Nepean, Esq. dated on board the Foudroyant, in the Bay of Aboukir, 10th March.

SIR,

My dispatches of the 22d ult. by the Speedwell, will have acquainted you, for the information of the Lords Commissioners of the Admiralty, that the armament on that day quitted the harbour of Marmarice for this place, which the whole fleet reached on the 2d instant, the Turkish gun boats and kaicks excepted, all of which bore up, by night, for Macri, Cyprus, and other ports, during the prevalence of strong westerly gales that we encountered on the passage. Too much of the day of our arrival here had elapsed, before all the ships could get to anchorage, to admit of the landing being effected before the approach of night; and an unfortunate succession of strong northerly gales, attended by a heavy swell, rendered it impossible to disembark before the 8th. The necessary preparations were made on the preceding evening. The boats began to receive the troops at two o'clock in the morning, and at three the signal was made for their proceeding to rendezvous near the Mondovi, anchored about a gun-shot from the shore, where it had been determined that they were to be assembled and properly arranged; but such was the extent of the anchorage occupied by so large a fleet, and so great the distance of many of them from any one given point, that it was not till nine the signal could be made for the boats to advance towards the shore. The whole line immediately began to move with great celerity towards the beach, between the Castle of Aboukir and the entrance of the Sed, under the direction of the Honourable Captain Cochrane, of his Majesty's ship the Ajax, assisted by Captains Stevenson, Scott, Larmour, Apthorpe, and Morrison, of the Europa, Stately, Diadem, Druid, and Thisbe, and the respective agents of transports, the right flank being protected by the Cruelle cutter, and the Dangereuse, and Janissary gun-vessels, and the left by the Entreprenante cutter, Malta schooner, and Negresse gun-vessel, with two launches of the fleet on each, armed for the purpose of supplying the places of the Turkish gun-vessels, of whose service I had been deprived. Captain Sir Sidney Smith, of the Tigre, with the Captains Riboleau, Guion, Saville, Burn, and Hillyar, of the Astrea, Eurus, Experiment, Blonde, and Niger, appointed, with a detachment of seamen, to co-operate with the army, had the charge of the launches with the field artillery accompanying the troops. The Tartarus and Fury were placed in proper situations for throwing shot and shells with advantage; and the Petterell, Cameleon, and Minorca, were moored as near as possible, with their broadsides to the shore. The enemy had not failed to avail himself of the unavoidable delays to which we had been exposed, for strengthening the naturally difficult coast to which we were to approach. The whole garrison of Alexandria, said to amount to near 3000 men, reinforced with many small detachments that had been observed to advance from the Rosetta Branch, was appointed for its defence. Field-pieces were placed on the most commanding heights, and in the intervals of the numerous sand hills which cover the shore, all of which were lined with musquetry; the beach on either wing being flanked with cannon, and parties of cavalry held in readiness to advance. The fire of the enemy was successively opened from their mortars and field-pieces, as the boats got within their reach; and as they approached to the shore, the excessive discharge of grape-shot and of musquetry from behind the sand hills seemed to threaten them with destruction, while the Castle of Aboukir on the right flank maintained a constant and harassing discharge of large shot and shells; but the ardour of our Officers and men was not to be damped. No moment of hesitation intervened. The beach was arrived at, a footing obtained; the troops advanced, and the enemy forced to relinquish all the advantageous positions which they had held. The boats returned without delay for the second division; and before the evening the whole army, with few exceptions, was landed, with such articles of provisions and stores as required the most immediate attention. I refer to the General's report for the loss sustained by the army in this dangerous and difficult service. I enclose the casualties of the squadron and transports, and feel much satisfaction in conveying to their Lordships my full testimony to the merits of all the Officers and men employed under my orders on this arduous occasion.—I have the honour to be, &c.

KEITH.

Copy of a letter from Admiral Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated in Aboukir Bay, the 16th March.

SIR,

The army had a sharp conflict with the enemy on the 13th, as they advanced towards Alexandria, for the particulars of which I refer to the General's details *. I enclose, for their Lordships' information, an

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* DOWNING-STREET, MAY 9.

A Dispatch, addressed to the Right Hon. Henry Dundas, of which the following is a copy, was this day received at the office of the Right Honourable Lord Hobart, one of his Majesty's Principal Secretaries of State, from General Sir Ralph Abercromby, K. B. Commander in Chief of his Majesty's troops serving in the Mediterranean.

SIR, *Camp before Alexandria, March 16.*

Although it was not originally my intention to have commenced the operations of the British army in Egypt on the side of Alexandria, yet circumstances arose which induced me to change my opinion. We were much longer delayed on the coast of Asia Minor, than we had at first any reason to apprehend: and we were ultimately obliged to sail from Marmarice in a very imperfect state of preparation. I am fully sensible of the exertions of his Majesty's Ambassador at the Ottoman Porte, as well as of the Quarter-Master-General, and the other Officers who were sent forward to provide for the necessities of the army. Our delays originated from other causes. For a considerable time previous to our sailing, the weather was extremely boisterous, and the winds contrary. The moment that it became practicable to sail with so large a fleet, Lord Keith put to sea; we left Marmarice on the 22d of February, and came in sight of Alexandria on the 1st of March. On the 2d, the fleet anchored in Aboukir Bay. Until the 7th the sea ran high, and no disembarkation could be effected; on that day every arrangement was completed, and on the 8th, the troops, forming the first division, consisting of the reserve, under the command of Major-General Moore, the brigade of Guards, under the Hon. Major-General Ludlow, and part of the first brigade, under the command of Major-General Coote, got into the boats early in the morning; they had, in general, from five to six miles to row, and did not arrive at the point of landing till ten o'clock. The front of disembarkation was narrow, and a hill, which commanded the whole, seemed almost inaccessible. The enemy were fully aware of our intention, were in force, and had every advantage on their side. The troops, however, notwithstanding their being exposed to a very severe cannonade, and under the fire of grape-shot, made good their landing, ascended the hill with an intrepidity scarcely to be paralleled, and forced the enemy to retire, leaving behind him seven pieces of artillery and a number of horses. The troops that ascended the hill were the 23d regiment and the four flank companies of the 40th, under the command of Colonel Spencer, whose coolness and good conduct Major-General Moore has mentioned to me in the highest terms of approbation. It is impossible to pass over the good order in which the 28th and the 42d regiments landed, under the command of Brigadier-General Oakes, who was attached to the reserve under Major-General Moore; and the troops in general lost not a moment in remedying any little disorder which became unavoidable in a landing under such circumstances. The disembarkation of the army continued on that and the following day. The troops which landed on the 8th, advanced three miles the same day; and on the 12th, the whole army moved forward, and came within sight of the enemy, who was formed on an advantageous ridge, with his right to the canal of Alexandria, and his left towards the sea. It was determined to attack them on the morning of the 13th; and in consequence the army marched in two lines by the left, with an intention to turn their right flank. The account of the loss suffered on that occasion by the detachment of seamen under the direction of Captain Sir Sidney Smith, and by the battalion of marines under the command of Lieutenant Colonel Smith, both co-operating with the army on shore. I have the honour to be, &c.

KEITH.

troops had not been long in motion before the enemy descended from the heights on which they were formed, and attacked the leading brigades of both lines, which were commanded by Major-General Cradock and Major-General the Earl of Cavan. The 90th regiment formed the advanced guard of the front line, and the 92d that of the second, both battalions suffered considerably, and behaved in such manner as to merit the praise both of courage and discipline. Major-General Cradock immediately formed his brigade to meet the attack made by the enemy; and the troops changed their position with a quickness and precision which did them the greatest honour. The remainder of the army followed so good an example, and were immediately in a situation not only to face, but to repel the enemy. The reserve, under the command of Major-General Moore, which was on the right, on the change of the position of the army, moved on in column, and covered the right flank. The army continued to advance, pushing the enemy with the greatest vigour, and ultimately forcing them to put themselves under the protection of the fortified heights which form the principal defence of Alexandria. It was intended to have attacked them in this their last position; for which purpose the reserve under the command of Major-General Moore, which had remained in column during the whole of the day, was brought forward, and the second line, under the command of Major-General Hutchinson, marched to the left across a part of the Lake Mariotis, with a view to attack the enemy on both flanks; but on reconnoitring their position, and not being prepared to occupy it after it should be carried, prudence required that the troops who had behaved so bravely, and who were still willing to attempt any thing, however arduous, should not be exposed to a certain loss, when the extent of the advantage could not be ascertained. They were therefore withdrawn, and now occupy a position with their right to the sea, and their left to the canal of Alexandria, and Lake Mariotis, about a league from the town of Alexandria. I have the greatest satisfaction in saying, that the conduct of the British and foreign troops under my command is deserving of the highest praise; their courage and their discipline have been equally conspicuous. To all the General Officers I am indebted for their zeal and intelligence. From the Honourable Brigadier-General Hope, Adjutant-General, and Lieutenant-Colonel Anstruther, Quarter-Master-General, I have received every testimony of zeal, and the most able assistance in the operations of the army; and to the other Officers of the general staff, I feel obligations. On the 8th the arrangements made by Lord Keith, were such as to enable us to land at once a body of 6000 men. The Hon. Captain Cochrane, and those other Captains and Officers of the Royal Navy who were entrusted with the disembarkation, not only of the troops, but of the artillery, ammunition, provisions, and stores of all kinds, have exerted themselves in such a manner as to claim the warmest acknowledgements of the whole army. Sir Sidney Smith, and the other Captains and Officers of the Navy under his command who landed with the army, have been indefatigable in their exertions in forwarding the service on which they are employed. The enemy have left a small garrison in Aboukir Castle; it has been necessary to bring up a few pieces of heavy artillery, and there is reason to believe that it will speedily surrender. Majors M'Kerras and Fletcher, of the Royal Engineers, who went down in the Penelope frigate to survey the coast of Egypt, a short time before we sailed from Marmarice, were unfortunately surprised in a small boat in Aboukir Bay; the former was killed, and the latter taken prisoner. Our communication with the fleet is at present kept up by means of the lake of Aboukir. We have been fortunate enough to find water sufficient for the supply of the army; and we begin to derive some supplies from the country. I have the honour to enclose herewith returns of the killed and wounded in the actions of the 8th and 13th instant, together with a return of the artillery taken from the enemy on those days. I have the honour to be, &c.

RA. ABERCROMBY.

P. S. I have had no means of ascertaining the loss of the enemy; but it must have been considerable.

Total of killed, wounded, and missing of the army under the command of General Sir Ralph Abercromby, K. B. Aboukir, March 8.

Four Officers, four serjeants, ninety-four rank and file killed; twenty-six Officers, thirty-four serjeants, five drummers, 450 rank and file wounded; one Officer, one serjeant, one drummer, thirty-two rank and file missing.

Total of the killed, wounded, and missing, March 13.

Six Officers, six serjeants, one drummer, 143 rank and file, twenty-one horses killed; sixty-six Officers, one quarter-master, sixty-one serjeants, seven drummers, 946 rank and file, five horses wounded; one rank and file missing.

Return of seamen employed on shore under the Orders of Captain Sir William Sidney Smith, killed and wounded in the action of the 13th March.

Foudroyant.—One seaman wounded.
Ajax.—One seaman killed; two seamen wounded.
Tigre.—Two seamen killed; eleven seamen wounded; four since dead.
Northumberland.—One Officer, four seamen wounded.
Minotaur.—Two seamen killed; one seaman wounded.
Total.—One Officer, five seamen killed; nineteen seamen wounded.
Officer's name wounded.—Mr. Wright, Midshipman, of the Northumberland. KEITH.

Return of killed and wounded in the battalion of Marines, commanded by Lieutenant-Colonel Smith, serving with the army under the orders of General Sir Ralph Abercromby, in the action of the 13th March.

Two Officers, twenty-two rank and file, killed.—Four Officers, two serjeants, two drummers, and twenty-seven rank and file, wounded. Total 59.

Names of Officers killed and wounded.—Pane Hussey, First Lieutenant (rank in battalion Captain), killed; John Linyee Shea, ditto, killed. William Minto, Captain (rank in battalion Major), wounded; Robert Forkington, Captain, wounded; John Parry, First Lieutenant, wounded; George Peebles, Second Lieutenant, ditto. KEITH.

A list of Officers and seamen belonging to the ships of war and transports, killed, wounded, and missing, in disembarking the army in Aboukir Bay, the 8th of March.

Foudroyant.—One seaman killed; one seaman wounded. Total 2.
Ajax.—Two seamen killed.
Northumberland.—Three seamen killed; four seamen wounded. Total 7.
Tigre.—Two seamen wounded.
Swiftsure.—One Officer, two seamen, wounded. Total 3.
Flora.—Two seamen killed; two seamen wounded. Total 4.
Trusty.—One seaman killed; three seamen wounded. Total 4.
Dictator.—One seaman killed; one Officer, one seaman, wounded. Total 3.
Europa.—One seaman, one Officer, wounded. Total 2.
Stately.—Four seamen killed; one Officer, seven seamen, wounded. Total 12.
Expedition.—Two seamen wounded.
Charon.—One Officer, four seamen, wounded. Total 5.
Renommee.—One seaman killed; one seaman wounded; two seamen missing. Total 4.
Astrea.—One seaman wounded.
Eurus.—One seaman killed; two seamen wounded. Total 3.
Resource.—One seaman wounded.
Alligator.—One seaman killed; three seamen wounded. Total 4.
Romulus.—One seaman killed; one seaman wounded. Total 2.
Vestal.—Three seamen killed; one seaman missing. Total 4.
Thetis.—Four seamen wounded.
Regulus.—One seaman killed; one seaman wounded. Total 2.
Inconstant.—One seaman killed.
Thisbe.—One seaman killed.
Hebe.—One seaman wounded.
Cyclops.—One seaman wounded.
Heroine.—One seaman wounded,

Dido.—One seaman wounded.
Iphigenia.—One Officer wounded.
Dolphin.—One Officer, one seaman, wounded. Total 2.
Cameleon.—One seaman wounded.

TRANSPORTS.

Ranger, No. 156.—One seaman wounded.
Economy, No. 35.—Two seamen wounded.
Amphitrite, No. 11.—One seaman wounded.
Anacreon, No. 151.—Two seamen wounded.
Zephyr, No. 49.—One seaman killed.
Prince of Wales, No. 32.—One seaman wounded.
Medea, No. 24.—One seaman wounded.
Julius Cæsar, No. 32.—One seaman wounded.
Castor.—One seaman wounded.
Dover, A. I.—One seaman wounded.
Flora, No. 127.—One seaman wounded.
Amphitrite, No. 33.—One seaman wounded.

Total.—Twenty-two seamen killed; seven Officers, sixty-three seamen wounded; three seamen missing.

NAMES OF OFFICERS WOUNDED.

Stately.—Lieutenant John Bray.
Europa.—Lieutenant George Thomas.
Dolphin.—LieutenantFrancis Collins.
Swiftsure.—Mr. John Finchley, Midshipman.
Charon.—Richard Ogleby, Master's Mate.
Iphigenia.—John Donnellan, Midshipman.
Dictator.—Edward Robinson, Midshipman; since dead.

(Signed) KEITH.

Extract of a letter from the Right Hon. Lord Keith, commanding his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. Secretary of the Admiralty, dated 18th March.

Aboukir Castle has capitulated. In the afternoon the Captain Bey arrived with two ships of the line, four or five frigates and corvettes, and some small vessels of the country.

Copy of a letter from the Right Hon. Admiral Lord Keith, K. B. Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. dated in the Bay of Aboukir, the 4th of March.

SIR,

I enclose, for the information of my Lords Commissioners of the Admiralty, a copy of a letter from Captain Jackson, of his Majesty's sloop Bonne Citoyenne, acquainting me with the capture of one of the enemy's privateers. I have the honour to be, &c. &c.

KEITH.

MY LORD, *His Majesty's sloop La Bonne Citoyenne, Port Mahon, Jan. 2.*

I have the honour to inform your Lordship of his Majesty's sloop under my command, twenty leagues S. S. W. off Cape Mola, having captured on the 31st of December, the Vives, Spanish settee privateer, belonging to Majorca, of ten nine-pounders and eighty men; she had been out ten days from Palma, and had made but one capture, a Mahonnese, laden with wine from Port Mahon, bound to Citadella, which I have retaken. I am, &c.

Lord Keith, K. B. &c. (Signed) ROBERT JACKSON.

ADMIRALTY-OFFICE, MAY 9.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, the 30th of April.

SIR,

I have enclosed, for their Lordships' inspection, a copy of a letter from Captain Cooke, of the Amethyst, giving an account of his having captured a French corvette. I have the honour to be, &c. &c.

W. CORNWALLIS.

SIR, *Amethyst, at sea, 12th of April.*

I have the honour to acquaint you, that on the 9th instant, in latitude 44 deg. 35 min. N. longitude ten deg. W. I captured the French national ship corvette Le General Brune (formerly a merchant ship), from Guadaloupe, bound to Bourdeaux, commanded by Citizen Martin, Lieutenant De Vaisseaux, mounting fourteen guns, six-pounders, and having on board one hundred and eight men, including General Pelardy, late Governor of Guadaloupe, and suite. I have the honour to be, &c. (Signed) JOHN COOKE.

Hon. Admiral Cornwallis, &c.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated the 3d instant.

SIR,

I enclose a list of vessels captured and recaptured by the Leda since the 12th of March, and have the honour to be, &c.

W. CORNWALLIS.

List of vessels captured and recaptured by his Majesty's ship Leda, George Hope, Esq. Captain.

English ship Bolton, of twenty guns, eighteen men, and 280 tons, from Demerara bound to Liverpool, laden with coffee, cotton, &c.; captured by the Girond French privateer; recaptured March 12.

French ship Le Desirée, of eight men and seventy tons, from Bourdeaux bound to Brest, laden with wheat; captured April 5.

Portuguese ship Cæsar, of ten men and 100 tons, from Bristol bound to Lisbon, laden with sundries; captured by the Laura French privateer; recaptured April 9.

French privateer Jupiter, of sixteen guns, sixty men, and ninety tons, from Morlaix bound on a cruise; captured May 1.

Copy of a letter from Mr. John Stewart, Commander of the private ship of war Earl Spencer, to Evan Nepean, Esq. dated Lisbon, 4th April.

SIR,

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on Sunday the 29th of March last, in latitude 42 deg. one min. N. and longitude nine deg. thirty min. E. I fell in with and captured the French lugger privateer Le Huron, of fourteen guns (six nine-pounders and four two-pounders, brass, and four iron six pounders), with thirty-five men, belonging to Bourdeaux, out fifty-nine days. She had captured the Jersey (M'Carthy), from Cork bound to Martinique. The prisoners I have brought in here. I am, &c. JOHN STEWART.

Copy of a letter from Captain Durham, of his Majesty's ship Endymion, to Mr. Nepean, dated at Sea, April 13.

SIR,

Be pleased to inform my Lords Commissioners of the Admiralty, that his Majesty's ship under my command, has this day captured the

French cutter privateer Le Furie, mounting fourteen guns and sixty-four men, in sight of part of the Portuguese Brazil convoy that had been dispersed in a gale of wind, and were totally unprotected, and for whom the Furie was cruising. I am, &c. &c.

P. C. DURHAM.

ADMIRALTY-OFFICE, MAY 11.

Captain Ekins, late of his Majesty's ship Amphitrite, arrived last night with dispatches from Rear-Admiral Duckworth, Commander in Chief of his Majesty's ships and vessels at Barbadoes and the Lee-ward Islands, to Evan Nepean, Esq. Secretary of the Admiralty, of which the following are copies:

SIR, *Leviathan, at Sea, March 27*, 1801.

Having consulted with Lieutenant-General Trigge, on the subject of the orders of the Lords Commissioners of the Admiralty, we determined not to wait for the expected reinforcements, but collect the troops that the General thought might be employed with dispatch; and we sailed on the 16th, with about one thousand five hundred troops, for the purpose of attacking the various islands specified in our orders, the General and myself considering it most judicious to commence with the weathermost one St. Bartholomew, though by calms and very variable winds we were prevented from getting to Grand Saline Bay (our intended place of landing) till the morning of the 20th, when, having prepared every thing for that purpose, and placed the Andromeda, L'Unité, and Drake brig to cover it, the General and myself deemed it expedient to prevent delay, by sending Brigadier-General Fuller and Captain King of the Leviathan, with a summons, which, after some little hesitation, was accepted, and the capitulation I transmit, entered into. I then detached the Andromeda with the Alexandria tender to assist in watching St. Thomas's, when every exertion was used to land a garrison, and form such temporary arrangements as the urgency of the service would admit; all of which were effected by the morning of the 22d. We found here two Swedish ships nearly laden with produce of this country, a Danish ship in ballast, besides a variety of small craft, Swedish, and three small French vessels; and I left Captain Thomas Harvey, in L'Unité, to co-operate with the Commandant of that Iſland, and at ten o'clock, A. M. were in the act of weighing, when ten sail were ſeen from the mast-head, I therefore ordered the Drake brig and L'Eclair schooner to reconnoitre, keeping the wind, myself concluding they were our troops from England, which the General and myself had sent orders to Barbadoes to follow us after landing their sick, with women and children; this, from light airs, was not ascertained till ten o'clock at night, when they proved as conjectured, and the Proselyte joined in the afternoon of the 24th. Upon this accumulation of force, the General and myself, after some deliberation, judged it would be highly injurious to his Majesty's service, and render Saint Bartholomew very unsafe, if we omitted attacking the Island of Saint Martin: we therefore, (though it was not mentioned in our instructions,) prompted by the rectitude of our intentions, decided upon endeavouring to reduce it, and at midnight of the 22d bore away for that purpose; but the unprecedented variableness of the winds prevented our getting there till daylight of the 24th; and on the afternoon of the 23d the Coromandel joined with the 2d Weſt India regiment, when, having placed Captain Fowke in the Proselyte, with the Drake brig in Coles Bay to cover the landing under the direction of Captain Ekins of the Amphitrite, (who had been sick at Barbadoes, but joined me in the Proselyte, and handsomely volunteered this service,) which commenced at half past eight o'clock; and with his judicious arrangements, the second brigade of near 1500 men under Brigadier-General Maitland, were on shore with their field-pieces, and one hundred seamen by eleven o'clock, as was the first brigade of 1800, under Brigadier-General Fuller, by two o'clock, with their field-pieces, and one hundred seamen; the second brigade directly proceeded on to take the heights in the approach to the town of Philipsburgh, which was quickly effected, though not without some smart skirmishing, which afterwards brought on a short action, in which some companies of the 64th, under Lieut. Col. Pakenham, and two companies of the 8th West India Regiment, displayed great gallantry; beat the enemy, and took two field-pieces; at this time Brigadier General Fuller, with the first brigade, marched on to the heights above Fort Chesterfield, or Maregot, where we had reason to expect the greatest resistance; but the former check (in which the enemy lost from fifty to sixty killed and wounded) evinced that opposition could only lead to destruction; and they embraced a verbal summons (sent in by Brigadier General Maitland, at five o'clock) to propose their terms at nine; when Lieutenant General Trigge and self, being on the spot, the capitulation was signed and exchanged by midnight of the 24th, of which I transmit copy for their Lordships' information. At the commencement of the attack we observed in Great Bay, two privateer brigs, of twelve guns each, and a schooner of the same force, with a merchant ship, brig, and nine or ten small craft; and as I considered them likely to attempt getting off in the course of the night, if it was found necessary to surrender, I ordered the Hornet and Fanny armed brig, to work up to Great Bay, to prevent such attempt from succeeding, and at sunset sent the Drake to aid on that service; but unfortunately, the two first did not get far enough to windward to fulfil my intention, by which means one of the brigs and the schooner got out, with a few small vessels, five of which were taken; but I am to lament the brig and schooner getting away, after a chace of twenty-four hours, by the Hornet and Fanny. We found remaining in the bay, one brig privateer of twelve guns, an English captured ship, a merchant brig, four small schooners, and a sloop; the particulars of which my time would not allow me to collect, as I began to embark the troops, ordnance, &c. &c. the next morning, the 25th, and sailed for St. Thomas's the afternoon of the 26th, leaving the Proselyte, Hornet, and Drake, to assist in the arrangements necessary for the security of the island, and two transports to embark the garrison in, which consisted of between three and four hundred, besides nearly a similar number which got away in the brig, &c.

I have ordered the Proselyte to relieve L'Unité, keeping with her the Drake for the assisting protection of the two islands, and L'Unité to conduct the prisoners to Martinique, arranging and getting ready to convoy the trade home.

I cannot conclude this account of our successful proceedings, for their Lordships' information, without paying that grateful tribute which is due to Lieutenant-General Trigge for his kind support and concurrence in every instance, and for his anxious endeavours to preserve that particular harmony and unanimity between the army and navy, which must always contribute to the success of every undertaking. I should not do justice to the officers and men serving under my command, if I was to omit assuring their Lordships they have performed the harassing and laborious service they have been employed in highly to my satisfaction, and with an alacrity characteristic of British seamen; and I have the honour to be, Sir, &c. &c. &c.

J. T. DUCKWORTH.

By Lieutenant-General Thomas Trigge, and Rear-Admiral John Thomas Duckworth, Commanders in Chief of his Britannic Majesty's land and sea forces, employed at the Windward and Leeward Islands, &c. &c.

The King, our master, having viewed with the deepest concern the unjust combination lately entered into between the Courts of Sweden, Denmark, and Russia, to support the principles of an Armed Neutrality, contrary to the Law of Nations and the positive stipulation of treaties, his Majesty, therefore, feels himself called upon to adopt such measures as a conduct so hostile to the just and antient privileges of the British flag requires, on his part, for the maintenance and preservation of the best rights of his people, and in support of the most solemn treaties, thereby violated, and to consider, though with the greatest reluctance, those Courts as enemies of Great Britain.

Feeling that resistance on your part would only tend to increase the calamities of war, which it is our most earnest desire to alleviate, we have sent this summons by Brigadier General Fuller, of the land forces, and Captain King, of the Royal Navy, requiring you to surrender the island of St. Bartholomew, together with all ships and vessels, stores, and public property of every description.

Knowing how ardently it is the desire of our Royal Master to avert the sufferings of individuals, and it being no less our own disposition and wish to soften their distresses, we take this opportunity to declare that the private property of the inhabitants will be respected, as well as whatever belongs to the subjects of the United States of America; and in case of immediate submission, that the laws, customs, and religious usages of the island, shall not be infringed.

Dated on board his Majesty's ship Leviathan, this 20th day of March, 1801.

(Signed) THOMAS TRIGGE, Lieut.-General.
J. T. DUCKWORTH, Rear Admiral.

His Excellency the Governor of St. Bartholomew.

SIR, *His Majesty's ship Leviathan, March 20.*

His Majesty's friendly disposition towards the interests of the United States of America, and their inhabitants, corresponding so perfectly with our own, we, in order the more certainly to prevent any cause of misunderstanding on the present occasion, have taken this opportunity to express our just expectation, that the subjects of America, at present residing in the island of St. Bartholomew, will not lend themselves to any collusive transactions, with a view of preventing such property from coming into possession of the forces under our command, as of right ought to be forfeited to the Crown of Great Britain; as, whatever reluctance we might feel in adopting a measure so extremely disagreeable to us, it nevertheless would be our duty, not only to resist, in every instance, such unbecoming proceedings, but be the means of obliging us to act against whoever might be concerned in a transaction of so improper a nature, in a manner which we would ever wish to avoid. At the time of making this communication, we hope not to be understood as conceiving any thing of the nature now alluded to at all likely to occur. We feel satisfied of the contrary, and have noticed it merely as a measure of precaution to those who might otherwise have been unwarily led into a step, without being aware of the consequences attendant. We have the honour to be, &c.

(Signed) THOS. TRIGGE, Lieut.-General.
J. T. DUCKWORTH, Rear-Admiral.

[Here follow the Articles of Capitulation.]

By their Excellencies Lieutenant-General Thomas Trigge, and Rear-Admiral John Thomas Duckworth, Commanders in Chief of his Britannic Majesty's forces, &c. &c.

The superiority of the force which it has pleased his Britannic Majesty to place under our joint command, rendering every hope of resistance, on your part, altogether ineffectual, we, in order to avert the consequences that so evidently would attend any opposition which, from a vain expectation of success, you might be induced to make, and to give you the only opportunity in our power to afford, of avoiding the effects so certainly to be apprehended, have taken this means of manifesting the moderation with which it is our desire to proceed:

And we do therefore require you in the name of the King, our Master, immediately to surrender into our possession the island of St. Martin, as likewise all stores and vessels, together with the property of every description.

Done on board his Britannic Majesty's ship Leviathan, this 24th day of March, 1801.

(Signed) THOMAS TRIGGE, Lieut.-General.
J. T. DUCKWORTH, Rear-Admiral.

To his Excellency the Governor of St. Martin.

[Here follow the Articles of Capitulation.]

SIR, *Leviathan, St. Thomas, March* 30, 1801.

Having had the honour of stating to you, for the information of the Lords Commissioners of the Admiralty, the successful proceedings of this armament to the twenty-seventh, I have now further to add, that we arrived off this island at daylight of the twenty-eighth, having previously concerted with the General the arrangement for landing at Black Point Bay, about three miles to the westward of the town; but from the wind throwing off the land we were not able to obtain anchorage till noon, when I directed Captain Bradby in the Andromeda, with the Alexandria tender, to place themselves as close to the beach as the water would admit to cover the landing; which service was ably executed: I also ordered the Southampton, Diana, and Amphitrite, (which had been previously directed here to prevent succour from being thrown in,) to anchor close off the town, to be in readiness to attack the forts, if requisite. This service performed, and the troops all ready to land, Lieutenant-General Trigge and self were of opinion it would promote his Majesty's service to summon the island, which was sent by Brigadier General Maitland, and Captain King of the Leviathan, when a capitulation was agreed on for this island, St. Johns, and its dependencies (with the delay only of the governor being permitted to send officers to ascertain that our force was formidable as represented;) and yesterday morning we took possession of the forts, &c. since when I have been constantly employed in landing a garrison, and forming temporary regulations, to move for our next object Santa Cruz this evening, that my time will not admit of my giving their Lordships an exact detail of the vessels in harbour, but there was one man of war brig of eighteen guns which appears a very fine vessel and fit for his Majesty's service. Herewith I send a copy of the capitulation. This, with my other dispatch of the 27th, I forward by my first lieutenant, Charles Marshall Gregory, an officer of great merit and activity, who has been recently employed as acting captain of the Amphitrite, and to whom I must refer their Lordships for further particulars; and I have the honour to be, Sir, &c.

J. T. DUCKWORTH.

SIR, *Leviathan, off Christianstadt, Santa Cruz, April 2.*

My letters of the 27th and 30th ult. (of which I now transmit duplicates) having given you information for the Lords Commissioners of the Admiralty of our fortunate and successful proceedings in the execution of their Lordships' orders to the surrender of St. Thomas's, (with the deviation of venturing to attack St. Martin's) and my intentions of leaving St. Thomas's for Santa Cruz that evening, the 30th, I now have the further pleasure to acquaint you that we were off the town of Christianstadt at daylight of the 31st, and having formed the arrangements for landing, and sounded to the eastward of the town, to ascertain that it could be safely effected, Lieutenant-General Trigge and myself thought proper to send a summons similar to that of St. Bartholomew: upon which confidential officers were sent off by the Governor-General Lindeman, and the accompanying capitulation entered into, the whole of which, I hope, will meet with his Majesty's and their Lordships' approbation; and as I consider an expeditious account thereof, under the present circumstances with the Northern Powers, may be very desirable, I dispatch the Fanny hired armed brig, and must defer giving any detail of the vessels in the ports, as I have not yet been able to get any exact list. Captain Ekins, of the Amphitrite, having been much reduced from a fever, and by his exertions again brought on violently his complaint, I have thought it humanity to entrust that valuable officer with my dispatches, and beg leave to refer their Lordships to him for any further particulars.

I intend giving an acting order to Captain John Miller Garnier, of the Hawke, and my First Lieutenant, George William Blamey, an Officer whose exertions in the present expedition entitles him to my warmest support.

I should feel very remiss was I to close this without mentioning to their Lordships the aid I have received from my Captain, E. D. King, in this harassing service; I have the honour to, be, Sir, &c. &c.

J. T. DUCKWORTH.

[Here follow the Articles of Capitulation.]

ADMIRALTY-OFFICE, MAY 15.

Lieutenant Corbett, late of the Fulminante cutter, arrived this morning from the coast of Egypt, with a dispatch from Admiral Lord Keith, Commander in Chief of his Majesty's ships and vessels in the Mediterranean, to Evan Nepean, Esq. Secretary of the Admiralty, dated on board his Majesty's ship Foudroyant, in the Bay of Aboukir, 1st of April 1801, of which the following is a copy:—

SIR,

I have very great concern in acquainting you, that in a desperate attack made upon our lines by the French army on the morning of the 21st ult. my gallant and respectable colleague, General Sir Ralph

Abercromby *, unfortunately received a wound, of which he died on board this ship on the 28th. It is unnecessary to say how much this calamity has been regretted by the army and by the fleet. Their

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* SIR, *Head-quarters, Camp, four miles from Alexandria, April 5.*

'I have the honour to inform you, that after the affair of the 13th of March the army took a position about four miles from Alexandria, having a sandy plain in their front, the sea on their right, and the canal of Alexandria (at present dry), and the Lake of Aboukir on their left. In this position we remained without any material occurrence taking place till the 21st of March, when the enemy attacked us with nearly the whole of their collected force, amounting probably to eleven or twelve thousand men. Of fourteen demi-brigades of infantry, which the French have in this country, twelve appear to have been engaged, and all their cavalry, with the exception of one regiment.

The enemy made the following disposition of their army :---General Lanuſſe was on their left, with four demi-brigades of infantry, and a considerable body of cavalry, commanded by General Roize; Generals Friant and Rampon were in the center, with five demi-brigades; General Regnier on the right, with two demi-brigades and two regiments of cavalry; General D'Estain commanded the advanced guard, consisting of one demi-brigade, some light troops, and a detachment of cavalry.

The action commenced about an hour before day-light, by a false attack on our left, which was under Major-General Craddock's command, where they were soon repulsed. The most vigorous efforts of the enemy were however directed against our right, which they used every possible exertion to turn. The attack on that point was begun with great impetuosity by the French infantry, sustained by a strong body of cavalry, who charged in column. They were received by our troops with equal ardour, and the utmost steadiness and discipline. The contest was unusually obstinate; the enemy were twice repulsed, and their cavalry were repeatedly mixed with our infantry. They at length retired, leaving a prodigious number of dead and wounded on the field.

While this was passing on the right, they attempted to penetrate our center with a column of infantry, who were also repulsed, and obliged to retreat with loss. The French, during the whole of the action, refused their right. They pushed forward, however, a corps of light troops, supported by a body of infantry and cavalry, to keep our left in check, which certainly was, at that time, the weakest part of our line.

We have taken about two hundred prisoners (not wounded), but it was impossible to pursue our victory, on account of our inferiority of cavalry, and because the French had lined the opposite hills with cannon, under which they retired. We also have suffered considerably; few more severe actions have ever been fought, considering the number engaged on both sides. We have sustained an irreparable loss in the person of our never sufficiently to be lamented Commander in Chief, Sir Ralph Abercromby, who was mortally wounded in the action, and died on the 28th of March. I believe he was wounded early, but he concealed his situation from those about him, and continued in the field, giving his orders with that coolness and perspicuity which had ever marked his character, till long after the action was over, when he fainted through weakness and loss of blood. Were it permitted for a soldier to regret any one who has fallen in the service of his country, I might be excused for lamenting him, more than any other person; but it is some consolation to those who tenderly loved him, that as his life was honourable, so was his death glorious. His memory will be recorded in the annals of his country, will be sacred to every British soldier, and embalmed in the recollection of a grateful posterity.

It is impossible for me to do justice to the zeal of the Officers, and to the gallantry of the soldiers of this army. The reserve, against whom the principal attack of the enemy was directed, conducted themselves with unexampled spirit. They resisted the impetuosity of the French infantry, and repulsed several charges of cavalry. Major-General Moore was wounded at their head, though not dangerously. I regret, however, the temporary absence from the army of this highly valuable and meritorious Officer, whose counsel and co-operation would be so highly necessary to me at this moment. Brigadier-General Oakes was wounded nearly at the same time, and the army has been deprived of the service of an excellent Officer. The 28th and 42d regiments acted in the most distinguished and brilliant manner. Colonel Paget, an Officer of great promise, was wounded at the head of the former regiment; he has since, though not quite recovered, returned to his duty. Brigadier-General Stuart, and the foreign brigade, supported the reserve with much promptness and spirit; indeed, it is but justice to this corps to say, that they have on all occasions endeavoured to emulate the zeal and spirit exhibited by the British troops, and have perfectly succeeded. Major-General Ludlow deserves much approbation for his conduct when the centre of the army was attacked: under his guidance, the guards conducted themselves in the most cool, intrepid, and soldier-like manner; they received very effectual support by a movement of the right of General Coote's brigade. Brigadier-General Hope was wounded in the hand; the army has been deprived of the service of a most active, zealous, and judicious Officer.

The loss of the enemy has been great; it is calculated at upwards of 3000 killed, wounded, and taken prisoners. General Roize, who commanded the cavalry, which

Lordships will observe that the enemy were repulsed with very great loss. I enclose, for their information, a copy of Sir Sidney Smith's report of that sustained by the detachment of seamen serving under his orders; and have the pleasure of adding, that his own wound has not been so material as to deprive me of his services. The marines were not engaged, having been, previously to the action, appointed to the duty of Aboukir castle and its vicinity. I have the honour to be, &c. KEITH.

P. S. The Captain Pacha arrived on the 26th ult. with three sail of the line and a body of troops; and on the following day a Turkish Vice-Admiral joined.

Return of Officers and seamen, employed on shore under the orders of Captain Sir William Sidney Smith, killed and wounded in an action with the enemy on the 21st of March.

Tigre.—One Officer, one seaman wounded.

Swiftsure.—One Officer, four seamen wounded.

Ajax.—Two seamen killed; two seamen wounded.

Northumberland.—Three seamen wounded.

Kent.—One seaman killed; three seamen wounded.

Minotaur.—One Officer killed; five seamen wounded.

Total.—One Officer, three seamen, killed; two Officers, eighteen seamen, wounded.

Name of the Officer killed.—Minotaur, Mr. Krebs, Master's-Mate.

Names of Officers wounded.—Tigre, Sir William Sidney Smith, Knt.—Swiftsure, Lieutenant Lewis Davis.

(Signed) KEITH.

ADMIRALTY-OFFICE, MAY 16.

Copy of a letter from Vice-Admiral Lord Hugh Seymour, Commander in Chief of his Majesty's ships and vessels at Jamaica, to Evan Nepean, Esq. dated 22d February.

SIR,

I herewith enclose a list of the vessels taken, destroyed, or detained upon suspicion by his Majesty's squadron employed upon the Jamaica station, under my command, between the 3d of August 1800, and the 3d instant. I am, &c. HUGH SEYMOUR.

[Here follows a list of 119 vessels taken, destroyed, and detained upon suspicion.]

Copy of a letter from Rear-Admiral Duckworth, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated Martinique, Feb. 14.

SIR,

Herewith you will receive a list of captures and detentions since the last return, by his Majesty's ship Hydra, in October 1800. I have the honour to be, &c. J. T. DUCKWORTH.

[Here follows a list of fifteen vessels captured and detained.]

suffered considerably, was killed in the field. Generals Lanusse and Bodet are since dead of their wounds. I have been informed that several other General Officers, whose names I do not know, have been either killed or wounded.

I cannot conclude this letter without solemnly assuring you, that, in the arduous contest in which we are at present engaged, his Majesty's troops in Egypt have faithfully discharged their duty to their country, and nobly upheld the fame of the British name and nation. I have the honour to be, &c.

J. H. HUTCHINSON.

MONTHLY REGISTER
OF
Naval Events.

GENERAL OBSERVATIONS FOR MAY 1801.

THE various events which have hitherto reached our knowledge during the month of May, although by no means of an absolutely decisive nature, are such as lead to the highest expectation and create the strongest interest. To the northward public affairs still wear the same pacific appearance which overspread them on the instant the tremendous conflict with the Danish fleet off Copenhagen had ceased. Various surmises, reports, and positive assertions have been industriously circulated, many of them in diametrical contradiction to each other, according to the temper, the wishes, or the interest of the several inventors. Amid this political confusion it would certainly be imprudent to hazard a positive opinion, particularly on points which it is by no means improbable, even the Ministers themselves belonging to the different countries could not take upon them peremptorily to forebode the precise termination of. Thus far, however, is certain, first, that the most perfect tranquillity has hitherto prevailed, and secondly, that the various matters in dispute appear in a train of the most amicable discussion. One obvious remark drawn from actual facts arises on all diplomatic negociations, and from that remark the most favourable conclusion may be drawn with respect to the continuance of public quietude. It is, that although such discussions may frequently fail of producing the desired effect, after a continuance of hostility has inflamed the public mind of the contending parties, yet they seldom prove so unsuccessful if set on foot previous to the actual proof of a state of warfare, or soon after hostilities shall have commenced. Perfectly prepared for war, but at the same time heartily inclined to avoid it should the measure prove possible on honourable terms, Britain waits with serenity for the event, whatever it be, which must depend on the obstinacy, the candour, or the caprice of those whom she will have to regard as future friends or treat as virulent enemies. In provision against the worst event which obstinacy can produce, possession has been taken almost without opposition of the islands of St. Bartholomew, St. Martin, St. John, St. Thomas, and Santa Cruz *. The loss of these colonies, though taken individually they might be considered somewhat insignificant, must materially affect the cause and interest of those countries with which Britain is at present engaged in contest, or may hereafter be added to the extensive list of her foes. Humanity, however, must rejoice that the conquest, if it can be said to deserve that name, has been effected almost without bloodshed, and from the tenor of those terms of surrender under which the different territories became a part of the British dominions, it may be concluded, that for the present at least they are held merely as cautionary, and as some indemnification for an obstinacy, which though not probable is certainly possible.

In other quarters, and particularly to the southward, there seems very little necessity of detail or observation. France, and her ally through compulsion, Spain, have been under the necessity of persevering most rigidly in the same system of caution which has so long

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* See Admiral Duckworth's Official Dispatches, page 442, &c.

preserved them from discomfiture. Various reports have been circulated relative to the small squadron which escaped from Brest under the command of Gantheaume, and afterwards took refuge in Toulon, but these, flattering as they are to the interest of Britain, and the honour of her Navy, rest on a basis at present too unstable for us to place explicit belief in. In case of a conflict, however, with the squadron commanded by Sir John Borlase Warren, should it already have happened, or were it at any future period to take place, every hope rising almost into certainty of success, may animate the minds of Englishmen, and lead them to covet the encounter as a consummation most devoutly to be wished.

On the coast of Egypt every co-operation and assistance has been afforded to the army acting in that quarter, which the different nature of the two services would possibly permit. The seaman has voluntarily joined his arms with those of the soldier; he has, to the utmost limits of a power somewhat circumscribed, pursued his new occupation with the highest honour to himself, as well as advantage to his country. Britons may now with the most heartfelt satisfaction observe that the two services, which have heretofore been accustomed to regard each other with a jealous eye, now appear to have no other object in view but a generous emulation as to which should render the more material service to the other.

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The following is a Translation of a Letter, which accompanied a Diamond Ring, presented by the Merchants of Trieste to Captain Wm. Ricketts, of His Majesty's brig El Corso, as an acknowledgment of his services in the Adriatic:

SIR, *Trieste, Jan.* 4, 1801.

The honourable nature of your proceedings in the Adriatic, the protection you have afforded our commerce against the corsairs of France, and the assistance which on all occasions you have rendered to the friends of His Britannic Majesty, exact on our part, at the commencement of the year, the warmest expressions of gratitude; and in wishing you a happy beginning of it, in the name of this Body of Merchants, we wish to mark our acknowledgments—and, in order to preserve us in your memory, have presumed to accompany this with a small token of our respect. Wishing you all manner of felicity, we remain, the deputation of the mercantile body,

(Signed) J. Manzewany.
Luzovich Govanuchi.
J. Reyes Fran. Potte.
J. Catraro.
Sorhei Rede.

To Captain William Ricketts, *Commander of His Britannic Majesty's brig El Corso.*

Captain Wm. Ricketts's Answer to the Deputation of the Mercantile Corporation of Trieste.

Gentlemen, *El Corso, Trieste, Jan.* 5, 1801.

After five months incessant cruising on the shores of the Adriatic, it is with singular satisfaction, that, at the commencement of the new year, I have received your elegant and flattering mark of approbation; and it is with peculiar earnestness, I wish you to believe, that if any thing on earth could augment my zeal in the cause we are labouring for, it would be so honourable a testimony of successful service from such respectable characters as those who compose the trading community of Trieste. I am, Gentlemen, with great respect,

Your most obedient humble Servant,
(Signed) Wm. Ricketts.

Copy of a Letter from an Officer on board his Majesty's Ship Jamaica, Captain Rose, dated before Copenhagen, April, 6, 1801.

"MY DEAR FATHER,

"Though you will see through the medium of the official letters, accounts of the successes of the Fleet in this part of the world, yet I cannot but suppose it will be more gratifying to you to hear the detail from an eye-witness, as at the same time it gives me an inexpressible pleasure in writing home. Our ship left Yarmouth on Friday 20th March, and proceeded towards the Cattegate; had very blowing weather until Tuesday following, when we joined the Fleet at anchor near the Knoll, where they had been only two days: indeed many of the small vessels had not been able to work up, but were continually arriving. On Thursday the Fleet weighed, and arrived in the entrance of Elsineur Roads, where we anchored; Elsineur Castle in sight, distant about three miles. The wind being contrary, we could not attempt to pass it, though we several times weighed for that purpose. On Monday (30th March) we weighed, and passed out of gun-shot, by keeping well over on the Swedish shore, as the Swedes never attempted to molest us: the batteries at Elsineur kept up a continual firing at us. Same morning we anchored within five miles of Copenhagen, with a fine fleet of 19 sail of the line and two fifties, besides frigates, sloops, bombs, and gun-vessels: nothing very material took place until ten o'clock on Thursday morning (2d April), when the van division of our Fleet, under the command of Lord Nelson and Admiral Graves, commenced the attack on the enemy's ships, hulks, pontoons, or floating batteries, and a number of small vessels, in all about 24, carrying in general 42 and 24 pounders. The Edgar led on, followed by the Ardent, Elephant (Lord Nelson's), Ganges, Monarch, Bellona, Defiance (Admiral Graves, a very gallant fellow), Isis, and Glatton. The Bellona, Polyphemus, and Russell got a ground; the rest all anchored as they came up; the remainder of the Fleet under Sir Hyde Parker, as a *corps de reserve*, got under weigh, but could not work up to share in the glory of the day. The enemy made a very obstinate resistance, and fought like brave men. I need not inform you the English did the same; the action was kept up without a moment's ceasing for five hours; most of our ships are very much cut up, more especially the Defiance, Monarch, and Isis: our number, killed and wounded, amounts nearly to 1000 men. This severe loss was much occasioned by the Bellona and Russell's being ashore, and the Agamemnon not being able to get up her anchor, which hindered them from taking their allotted stations; but our loss is nothing comparable to what the Danes have suffered; their killed alone, by accounts from the Danish Officers (of whom we have three on board besides 93 men) must be near 3000, and the vessels which have been captured are perfect sieves, there not being hardly a single plank in any of them but what has at least ten shot-holes in it: in fact, it is thought to be the hardest fought action in the annals of history.—I forgot to mention, among our loss, is that of Captain Mosse, of the Monarch, and Captain Riou, of the Amazon frigate, with several Officers of distinguished merit. Captain Sir T. Thompson, of the Bellona, has lost his leg. Lord Nelson, in the Elephant, fought nobly; really, to endeavour to make comments on his conduct would be impossible, though he unfortunately at the close of the action got aground, as did the Defiance and Desiree Frigate; however they all got off by the morning of the 4th. The captured Danish ships are one 74, one 64, four two-decked large hulks, two frigates, and one gun-battery, four pontoons of 24 guns each; in all thirteen vessels, exclusive of one frigate and a brig sunk. The Danish

Commodore took fire, and blew up with a tremendous explosion within half a cable's length of the Saucy Jamaica. Several others of the enemy had also struck; but the wind favouring them, they made their escape on shore, where they now remain under the protection of their batteries. The impediments to the bombardment of Copenhagen are now removed, and our bombs are placed so that, if the Danes are not sensible of their situation, the town and arsenal may be very soon reduced to ashes. Believe me, my dear Father, your ever dutiful Son,

T. S. ASPERNE."

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Extract of a Letter from the Master of his Majesty's Ship Bellona, dated 19th April, 1801.

"This day the St. George got her guns on board an American ship, for the purpose of going over the Grounds, to the Southward of Copenhagen, where Sir Hyde Parker with the fleet had sailed two days before; but the wind being foul, prevented us moving. At six P. M. Lord Nelson received advice, per letter from Sir Hyde Parker, of a Swedish squadron being seen by one of our look-out frigates. The moment he received the account, he ordered a boat to be manned, and without even waiting for a boat cloak (though you must suppose the weather pretty sharp here at this season of the year), and having to row about 24 miles with the wind and current against him, jumped into her, and ordered me to go with him, I having been on board that ship, to remain till she had got over the Grounds. All I had ever seen or heard of him could not half so clearly prove to me the singular and unbounded zeal of this truly great man. His anxiety in the boat for nearly six hours (lest the fleet should have sailed before he got on board one of them, and lest we should not catch the Swedish squadron), is beyond all conception. I will quote some expressions in his own words: it was extremely cold, and I wished him to put on a great coat of mine which was in the boat: "*No, I am not cold; my anxiety for my Country will keep me warm.* Do you think the fleet has sailed?" I should suppose not, my Lord."—"If they are, we shall follow them to Carlscrona in the boat, by God."—I merely state this to shew how his thoughts must have been employed. The idea of going in a small boat, rowing six oars, without a single morsel of any thing to eat or drink, the distance of about fifty leagues, must convince the world that every other earthly consideration than that of serving his Country was totally banished from his thoughts. We reached our fleet by midnight, and went on board the Elephant, Capt. Foley, where I left his Lordship in the morning, and returned to my ship. In our late action, nothing but his superior abilities, as well as bravery, could have given us so decided a victory, when four of our ships ran aground, and in the heat of battle."

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Extract of a Letter from an Officer in Admiral Parker's Fleet, dated Kioge Bay (Entrance of the Baltic), April 24.

"We are returned to this station, after a fortnight's cruise in the Baltic. Our passage through the narrow channel, between the Island of Arnag and that of Saltholm, called The Grounds, was attended with some difficulty: most of our ships touched, and two or three got aground; but we all at length got safely through, to the great astonishment of the Danes, Swedes, Russians, and Prussians, who could scarcely believe the evidence of their senses, at seeing such a fleet as our's—such a fleet as was never before seen in these seas—attempt and succeed in entering the Baltic by such a route.

"After our success at Copenhagen, our next immediate object was the Russian Fleet at Revel. However, hearing that a Swedish squadron was at sea, supposed to be intended to form a junction with the Russian fleet, we shaped our cruise towards the Northern extremity of the island of Bornholm, where we were led to expect a meeting with the Swedish squadron. In fact, the Swedish ships were actually there; but, not relishing our mode of complimenting, they had crowded all the sail they could carry, and got safe behind their forts, which are situated on small islands that command all the entrances into the harbour of Carlscrona (the Plymouth of Sweden).

"On Sunday, the 19th, the whole Fleet (great and small) were in full chase. Nothing in nature could be conceived to form a more beautiful and sublime assemblage of objects: a sea of the purest azure, transparent to the bottom, skirted by a romantic coast, and dotted with islands, on which floated 18 sail of the line, in two lines, in all their gallant trim, with a train of upwards of thirty men of war, of every form and description.

"About noon we plainly descried the Swedish men of war, nine large ships, moored at the entrance of the harbour. To me they appeared to be nine two-deckers; but they say there were only six line of battle ships and three large frigates, which lay out of sight behind a headland. We fully intended to have attacked this position; but Admiral Parker first determined to dispatch the Dart sloop of war, with a flag of truce, to the Swedish Admiral. The Dart returned in about three hours, with an answer, by which we were informed, that, although his Swedish Majesty was resolved to adhere to the Northern Confederacy, he was nevertheless willing to listen to any equitable proposals that might be made by England for the adjustment of the present differences. We presently hauled our wind, and the signal for the general chace was annulled. We however continued to cruise for three days longer, between Bornholm and Carlscrona; and just as we were preparing to bear away for the Gulf of Finland, a lugger arrived in the Fleet, under a press of sail from Copenhagen. She brought dispatches from the Russian Ambassador at that city to our Admiral. They contained overtures from the gentle Alexander, of a conciliatory and amicable nature, and which have for the present, and until we receive orders from England, put an end to all our operations."

* * *

CARLSCRONA, APRIL 23.

On the 19th, the English appeared off the entrance of this harbour, and sent a frigate, with a Flag of Truce, and a letter in the English language, to the Governor, of which the following are the contents:

"*On board the London, April* 18, 1801.

"The Danish Court having been induced to conclude an Armistice, by which the unfortunate disputes between the Courts of Denmark and St. James's have been accommodated, and, as I am directed to require an explicit declaration from the Court of Sweden, relative to its intention to adhere to or abandon the hostile measures which it has taken, in conjunction with Russia, against the rights and interests of Great Britain, I have the honour to transmit to your Excellency this letter, that I may receive in answer a declaration of the resolution of the Court of Sweden with respect to this important object, and shall conduct my future operations according to this answer, which I expect to receive within 48 hours. I have the honour to be,

(Signed)

"HYDE PARKER, Commander in Chief
of the British Fleet in the Baltic."

Vice Admiral Cronstadt, who now has the command here, by order of his Swedish Majesty, who was then at Malmo, immediately returned a provisionary answer to the following effect:

" That being only a military Officer, he could not undertake to answer a question which did not come within the particular circle of his duty; but that his Swedish Majesty had declared he should soon be at Carlscrona, and that he would then notify to the Admiral his resolution."

Yesterday afternoon his Majesty arrived here, and caused the following official answer to be transmitted to Admiral Parker, by Vice Admiral Cronstadt:—

" ADMIRAL,

" The King, my Master, has commanded me to communicate to you the following official answer to the letter which I had the honour to receive from you on the 18th instant.

" Convinced that your Excellency is perfectly sensible of the importance and sacred nature of promises when once made, his Majesty conceives that the following explicit declaration cannot be unexpected by your Excellency; viz. That his Swedish Majesty will not for a moment fail to fulfil with fidelity and sincerity the engagements he has entered into with his Allies; and that, without any reference to the particular intervention of another Power, under whatever name it may be, and the effects of which can never be extended to the common interests of the hitherto Neutral Powers. This is the firm and unalterable resolution of his Majesty. Equally induced by inclination and duty to consider the affair of his faithful Allies as his own, his Swedish Majesty, however, will not refuse to listen to equitable proposals for accommodating the present disputes, made by Deputies furnished with proper authority by the King of Great Britain to the United Northern Powers.

" C. O. CRONSTADT,

" Adjutant General to his Swedish Majesty for the Fleet, and Commander in Chief at Carlscrona."

Carlscrona, April 23.

* * *

The following is the RUSSIAN IMPERIAL DECLARATION to SIR HYDE PARKER, the Admiral of the British fleet in the Baltic:

BY the decease of his Majesty the Emperor, Paul I. of glorious memory, the sceptre of the Russian Empire has descended by right of birth into the hands of his Imperial Majesty, Alexander I. One of the first events under the Government of this Monarch has been, that he has accepted the offer which the British Court had made to his Illustrious Predecessor to terminate the disputes, which threatened the speedy breaking out of a war in the North of Europe, by an amicable Convention. Faithful to the engagements which he has entered into with the Courts of Stockholm, Berlin, and Copenhagen, his Imperial Majesty has signified to them his resolution not to act but in conjunction with his allies in whatever may concern the interest of the neutral powers. His Imperial Majesty could not have expected that the British Court would have undertaken an hostile attack upon Denmark, at the very time when its Envoy at Berlin was authorised anew to enter into conferences with the Russian Minister residing there.

The measures taken by his Imperial Majesty were only in consequence of his wish for peace, and the welfare of mankind, and to avoid a destructive misunderstanding between the contending powers. The hostilities commenced against Denmark, and the arrival of a hostile fleet, would have frustrated the wish of his Imperial Majesty to maintain peace, had not this attack upon his allies been made before his proposals were known to the Court of London; but, as the British fleet had sailed for the Sound before his Majesty ascended the throne, he will wait the measures of the British Court, when it shall be informed of that event.

The undersigned General of Cavalry, and Minister of State for Foreign Affairs, desires therefore, in the name of his illustrious Sovereign, that the Admiral in Chief of the Fleet of his Britannic Majesty shall desist from all further hostilities against the flags of the three United Powers, till his Excellency shall have received further directions from his Sovereign; otherwise the Admiral must be personally responsible for the consequences that may ensue from the prosecution of the war.

Though prepared to repel force with force, his Imperial Majesty persists in his pacific sentiments; but the justice and moderation of the Cabinet of London must enable him to reconcile the demands of humanity with the duties which he owes to the honour of his Crown and the interests of his Allies. (Signed) VON DER PAHLEN.

* * *

Admiral SIR HYDE PARKER arrived in London on Thursday, the 16th inst. from Yarmouth, where he landed the preceding evening from the Blanche frigate, Capt. Hammond. The Chief Command of the Baltic Fleet has consequently devolved upon Lord Nelson.

* * *

A Letter from an Officer of his Majesty's Frigate Cleopatra, Captain Israel Pellew, dated Halifax, April 26, contains the following intelligence:

"We are just arrived here from a long cruise, and, I am sorry to say, an unfortunate one. We were on shore on the island of Abaco (one of the Bahamas) three days and three nights, and very nearly lost; but, thank God and perseverance, we got her off again, having been obliged to heave all our guns, and even part of our ballast overboard, lost our false keel, and hurt the ſhip's bottom a little. Two other misfortunes we have met with—our Third Lieutenant fell overboard, and, in spite of every exertion made to save him, was drowned—the third was an expedition against a Spanish convoy of thirty vessels, richly laden, and protected by three gallies (or gun-vessels), having 32 and 24-pound brass guns on board. They were anchored in the bay of Levita, in the island of Cuba. The boats of our ship, and those of the Andromache, Captain Laurie, well armed, proceeded into the bay about midnight, and would most probably have succeeded in taking them all, but they had got information of our coming, and poured upon us a heavy fire of grape and langrage. The boats, however, pushed on, in spite of their fire, and boarded several of them, but found it impossible to bring out more than one galley, as their incessant fire nearly destroyed our boats, and the brave fellows that were in them. We lost our brave First Lieutenant (Taylor), who was shot through the heart, and three seamen, one of whom had his head shot clean off, another was cut in two pieces, and the third was knocked to atoms. We had also one Midshipman and six seamen wounded; but thank God, all are recovered. The Andromache had two Midshipmen and four seamen killed, and ten badly wounded. Both Officers and men fought nobly.

TO THE EDITOR.

SIR,

THE following is a List of new-built Ships, launched this year, which I have transmitted for the Chronicle.

Your constant reader,

Woolwich, May 25, 1801. NEPTUNUS.

	Guns.		
Blanche	32	built at	Mr. Dudman's Yard, Deptford.
Fortunée	40		Mr. Perry's, Blackwall.
Æolus	32		Mr. Barnard's, Deptford.
Narcissus	36		His Majesty's Yard, Deptford.

N. B. The Narcissus has her rudder made to slide up in case of danger of its being knocked off. I have not examined it closely yet, but will endeavour to send you further information respecting it shortly.

Ships now building in Merchants' Yards.

A 74 at Mr. Barnard's, Deptford.
Two 74's at Mr. Perry's, Blackwall.
A 74 at Mr. Dudman's, Deptford.
A 74 at Mr. Randall's, Rotherhithe.

Two Advice Boats were some time since launched from Mr. Randall's Yard, Rotherhithe (to mount ten guns each), on a new construction.

* * *

AMERICA.

The ſubject of the captures lately made by British cruisers of American vessels seems to occupy, at present, the serious attention of the Government of the United States. On the 28th of February a message was sent to Congress by the President, transmitting the following Report from the Secretary of State, with sundry documents:—

" SIR, *Department of State, Feb.* 17, 1801.

" The Order of the House of Representatives of the 24th of this month, requesting an account of the depredations committed on the commerce of the United States, by vessels of Great Britain, of which complaint has been made to the Government, having been referred to this Department, I have the honour to transmit herewith an abſtract of such cases that have been complained of since the commencement of the year 1800. The order of the House having fixed no period at which the account it requests is to commence, I have, from a consideration of the short space for which the present session can continue, thought it compatible with this view to limit the abstract to the time above-mentioned. From various reasons, it is to be presumed, that many captures have been made, of which no complaint has been forwarded to the Government: under this impression, and for the purpose of giving a comprehensive view of the subject, I have thought it not improper to annex to the abstract several extracts of letters from our Consuls, and also an extract of a letter from the President of the Chamber of Commerce at Philadelphia, to the Secretary of the Navy. I will also take the liberty to observe, that neither the communications from our Miniſters at London, nor my conversations with the *Charge d'Affaires* of His Britannic Majesty in the United States, would lead to an opinion that any additional orders have been lately given by the British Government, authorising the system of depredation alluded to in the letter from Mr. Fitzsimmons.—I am, Sir, with every sentiment of the most entire respect, your obedient servant,

" J. MARSHALL."

To the President.

EAST INDIA HOUSE, May 26.

YESTERDAY advice was received here of the safe arrival of the under-mentioned ships from Bengal direct, under convoy of his Majesty's ship Buffalo, *viz.*

The Varunna, Captain William Ward Farrer; Minerva, Captain Salkeld; Highland Chief, Captain Scott; and Friendship, Captain ———, extra ships in the Hon. East India Company's service; together with the Hope, Captain Phipps, a private ship, in which is passenger, Colonel Robert Brooke, late Governor of the island of St. Helena.

Letters from the Cape of Good Hope, by the India ships just arrived, state, that Commodore Sir Home Popham, after landing the new regiments which he took out, and embarking the 22d and 61st regiments, and the rest of the garrison, in transports, was to proceed on the 28th of February from thence on a secret expedition, supposed to be against the Spanish South America possessions, on the river De Plata. A large quantity of horse furniture was shipped, to equip a body of light dragoons on the horses of the country.

Naval Courts Martial.

PORTSMOUTH, APRIL 28.

A COURT Martial was held on board the *Gladiator*, in this harbour, on Mr. Thomas Woolvar, Master of his Majesty's ship *Pomone*, for running her on shore at Spithead.

Rear-Admiral Holloway, President.
M. Greetham, Esq. Judge Advocate.

It clearly appeared to the Court, that no blame could be attached to Mr. W. as the casualty was entirely caused by the wind shifting while the ship was in stays. He was therefore acquitted.

May 6. A Court-Martial was held on board the *Gladiator*, on Captain Dun, for the loss of his Majesty's ship *Incendiary*, which was taken by Admiral Gantheaume's squadron, in the Mediterranean.

Lieutenant Jump, Commander of the *Sprightly* cutter, was also tried for her being taken by the same squadron. They were both acquitted.

Rear-Admiral Holloway, President.
M. Greetham, Esq. Judge-Advocate.

7. Mr. J. R. Payne, Purser of his Majesty's ship *Hindostan*, was tried by a Court-Martial, for absenting himself without leave, and defrauding several Officers and ship's crew of money due to them. The charge being proved, the Court adjudged him to be mulcted of all his pay, and other allowances due to him as Purser of the *Hindostan*, and to be imprisoned in the Marshalsea six months.

21. A Court-Martial was held on board his Majesty's ship *Gladiator*, on Captain R. Philpot, of the *Prompte*, for suffering William Oates, a man supposed to belong to the *Hermione*, to escape from his ship.

Rear-Admiral Holloway, President.
M. Greetham, Esq. Judge Advocate.

The Court agreed that the charge had been proved, and adjudged him to be reprimanded.

PLYMOUTH, APRIL 29.

A Court-Martial was held on board the *Cambridge* flag-ship in Hamoaze, on Captain Lloyd, of the *Mars*, and Lieutenants Burnet and Davis, of the *Centaur*, for those ships running foul of each other, off the Black Rocks, in the night of the 10th ult. when the Court honourably acquitted Captain Lloyd and Lieutenant Burnet, and sentenced Lieutenant Davis, of the Centaur, to lose six months rank, and be dismissed from his Majesty's ship *Centaur*.

PLYMOUTH REPORT.

FROM APRIL 26 TO MAY 26.

April 27. Wind E. N. E. Fair. Came in the Petite Pirate, of four guns, a French privateer, prize to the Lady Charlotte, Lieutenant Morris. Also the Atalanta from London in only forty-eight hours, with 10,000*l.* worth of goods last from the Downs for this place. She ran it without convoy.

27. Wind E. N. E. Fair. Came in the Suwarrow, of twelve guns, Lieutenant Nicholson, with dispatches from the fleet off Brest, which she left all well off that port on Wednesday last. Went into the Sound that beautiful privateer the Resolution, of eighteen guns, Captain Nealds. By private accounts from Minorca, brought by the Speedwell, it appears that the dreadful slaughter on board L'Africaine, of 44 guns, captured by the Phœbe, of 36 guns, Captain Barlow, was owing to an obstinacy in the French troops refusing to go below during the action, *pour l'honneur de pavilion*, by which means the upper decks were crowded without a possibility of being of any service in the battle. The Phœbe kept on the quarters of L'Africaine during the whole action, and her steady, cool, raking fire did her business effectually.

28. Wind E. N. E. Fair. Came in the Fisgard, of 48 guns, Captain Martin, for Bullocks to carry down to the fleet. Also the Megæra fireship, Captain Hill, and Valiant lugger. Last Monday the gallant Admiral Cornwallis went in the Fisgard to reconnoitre the outer road of Brest, attended by the Suwarrow, of ten guns, Lieutenant Nicholson, to reconnoitre the French fleet, they got so near the batteries that shot and shells flew over them. The Admiral counted twenty-four sail of the line and ten frigates in the outer road, apparently ready for sea, with top-gallant-yards across. The Admiral jocosely observed, if the French fleet would come out he could venture to assert he would beat them with his fourteen three-deckers, and leave the seventy-four's to see fair play. The fleet are in the highest order possible, and full of spirits. By letters the 21st instant, from the inshore squadron, it appears that the combined fleets have top-gallant-yards across and sails bent.

29. Wind S. E. Fair. Came in the Amethyst, of 36 guns, Captain Cooke (1st), after a cruise of sixteen weeks; she captured the General Brune, of twelve guns, and seventy men, Citoyen Martin, from Guadaloupe for L'Orient, having on board General Repardy (Chef de Division), his family, and his Etat Major, Captain Foisle Quay, Captain Criotte, and Captain Fleury Cordieu; General Repardy was relieved at Guadaloupe by General Defourneaux, the brother of those Officers of the same name wounded in the Africaine, of 44 guns, captured by the Phœbe, of 36 guns, Captain R. Barlow. This day were landed 10,000 letters from Egypt, Malta, and Mahon, from the Speedwell schooner, Lieutenant Tomlinson, having been properly fumigated by the Officers of Health.

29. Wind S. E. Fair. Sailed the Fisgard, of 48 guns, Captain Martin, with bullocks for the fleet. Also on a three months cruise, the Resolution privateer, of 18 guns, Captain Nealds. Also the Nymphe, of 36 guns, Captain Douglas, on a cruise.

30. Wind N. E. Fair.

May 1. Wind S. E. Fair. Marched in a fine body of recruits for the marine corps at this division. Sailed the Centaur, of 74 guns, Captain Littlehales, to join the Channel Fleet. Yesterday a letter was read to the artificers of the dock-yard from the Commissioners of the Navy Board, stating that if any artificer was dissatisfied with his situation, he would receive his discharge, but on no account be again received into any of his Majesty's dock-yards hereafter; a copy of the above was stuck up at the dock-yard gates.

2. Wind S. E. Fair. Came in the Oiseau, of 44 guns, Right Hon. Lord A. Fitzroy; the Dasher, of 18, Captain Tobin; and the Immortalité, Hon. Captain Hotham, from a cruise off the coast of France. The latter has brought in a beautiful French Corvette, La Loure, of eighteen six-pounders and 110

men, from St. Maloes. She has committed great depredations on our trade. Came in also a beautiful brig privateer La Dorade, of fourteen brass six-pounders and seventy men, out of Cherbourg only four hours when she was captured by the Jason, of 38 guns, Lieutenant Losack (acting). She is without exception the most beautiful brig ever brought into this port.

3. Wind variable. Fair. Orders came down this day for the whole flotilla of gun-boats at this port under Captain Hawker, to be got ready for sea with all possible dispatch, and to proceed to Jersey. Though the orders were only issued at nine A. M. so great was the exertions of Captain Hawker and the Officers of the gun-boats, that six sail were reported ready for sea at three P. M. and the rest will be got ready by to-morrow noon.

4. Wind variable. Fair. Letters from the Channel Fleet, dated the 26th ult. state that the French fleet were in *statu quo*. Sailed the Good Design, of 20 guns, Captain Elliot, for Jersey, with detachments of the third battalion of the 9th regiment. So great has been the success of our cruisers from this port, during the last six months, that 140 sail of prizes have been examined by the Commissioners for Prizes at this port, besides the detained Swedish, Russian, and Danish vessels, which are in number sixty-three sail.

5. Wind S. E. Fair. Sailed the Immortalité, of 44 guns, Hon. Captain Hotham, on a cruise off the coast of France. Came in the Jason, of 36 guns, Lieutenant Losack, from a cruise off Cherbourg. Sailed the first division of the gun-boat flotilla for Jersey. Also to join the Channel Fleet, the Canada, of 74 guns, Hon. Captain Yorke. Came in to victual and refit, the Belleisle, of 84 guns, Captain Boyles, and Resolution, of 74 guns, Captain Gardner. Left the fleet all well on the 1st instant.

6. Wind S. E. Fair. Came in the Clyde, of 44 guns, Captain Cunningham, from the Channel Fleet; she counted last Monday twenty-five sail of the line and ten frigates and corvettes, with top gallant-yards across.

7. Wind N. E. Fair. Came in Le Jupiter French privateer, of 16 guns, and seventy men, prize to the Leda, of 38 guns, Captain G. Hope. She sailed from Cherbourg the 1st instant, with La Dorade, of 14 guns and seventy men (also captured and brought in here last week), and La Vandomme, of 18 guns and 120 men, a few hours before the general embargo took place on the privateers in Cherbourg and every port in France, for the purpose of manning their fleet. Came in the Neptune, of 98 guns, and Atlas, of 98, from the Channel Fleet to refit. The Leda, of 38 guns, spoke the Earl St. Vincent privateer of this port, close in with Bourdeaux, all well, the 1st instant. Came in the Joseph cutter, Lieutenant Lapontenaire, from Minorca, with dispatches from Egypt, received from the Mutine armed brig who took out the Joseph's dispatches for Egypt, and carried them on directly. The Mutine brought an account that Rear-Admiral Warren's squadron was well up with Gantheaume's squadron full of troops for Egypt, but were separated in a gale of wind off Sardinia. Gantheaume's squadron returned to Toulon with three line of battle ships dismasted. The Joseph in crossing the Bay fell in with and was chased by nine sail of Spanish men of war in two divisions, said to have escaped from Brest, but more probably they were the Ferrol squadron going for Cadiz, or a Portuguese squadron of the same force cruising for their rich Brazil fleet from Rio di Plata.

8. Wind variable. Fair. Came in the Beaulieu, of 44 guns, Captain Poyntz, and a detained Prussian. Also the Diamond, of 36 guns, Captain Griffiths, from a cruise off the Western Islands and coast of Spain. On one of the islands of the former station she drove on shore and destroyed the famous Creole privateer La Grand Mouche, of 24 guns, and 170 men. Letters received here from the Duke of Clarence privateer, of eight guns, of this port, dated off St. Sebastian's, state, that she and two Guernsey privateers of twelve guns, fell in with a Spanish galleon frigate, of 36 guns, which they dodged in hopes some British cruiser would heave in sight, but to their mortification they saw her enter the port of St. Sebastians, fire a Royal salute, and hoist the Royal Spanish galleon standard at the main. Came in the Louisa armed brig, Lieutenant

Trusscott, with dispatches from Egypt, from Admiral Lord Keith, and General Sir Ralph Abercromby. Came in the General Brune, armed transport, from Guadaloupe, prize to the Amethyst, of 36 guns.

9. Wind N. E. Fair. Came in the Glory, of 98 guns, Captain Wells; and Temeraire, of 98 guns, Rear-Admiral Whitshed, from the Channel Fleet, which they left all well off Brest the 6th instant. Letters from the Determinee, of 24 guns, Captain Searle, dated the 18th of March, state, that she was all well, cruising off the Island of Candia, in company with La Pique, of 44 guns, having convoyed from England and Cork, several armed transports with stores and provisions for the army and navy there. This day the Commissioners of the Navy Board discharged 170 artificers of different descriptions from the dock-yard here, and afterwards went afloat to inspect the ships in ordinary in Hamoaze.

10. Wind N. E. Cloudy. Came in the Fanny armed brig, Lieutenant Frissell, with dispatches from Vice-Admiral Duckworth, and Lieutenant-General Trigge, after a fine passage of five weeks from Santa Cruz. He brings dispatches containing the important intelligence of the surrender of all the Danish and Swedish islands in the West Indies, *viz.* Santa Cruz, St. Thomas, St. Bartholomew, and St. Martin. Letters from the Galatea, of 38 guns, Captain Byng, brought to Cork by the Kenyon, Robertson, from Jamaica to Liverpool, worth 40,000l. captured by Le Braave, 44 guns, and recaptured by the Galatea, state, that she was left in chace of Le Braave and three Jamaica ships, her prizes, and hopes were entertained of the Galatea's coming up with them.

11. Wind S. E. Rainy. Came in the Phœnix, Captain Thompson, Post-office packet, from Falmouth, the 15th ult. for New York, with the mails. She was taken the 21st by a large French privateer, of 40 guns and 280 men, and recaptured by the Naiad, 38 guns, Captain Poyntz. The Phœnix had sunk her mails. Between her capture and recapture, in lat. 40. 50. long. 20. she fell in with, and was boarded by two large French frigates, of 48 guns and full of troops, out of Nantz a few days, and bound for Egypt with stores and ammunition. They are La Cocarde and La Corneille, which have been waiting at Nantz for several months to escape. Sailed L'Oiseau, of 44 guns, with six victuallers with bullocks and beer for the Channel fleet.

12. Wind W. S. W. Refreshing showers. Came in the Minerva American ship, from Alicant to Hamburgh, with barilla, detained and sent in by the Ferret privateer, Captain Hosier, of this port; also a Spanish brig in ballast, Santa Francisco Xavier, Juan Antonio, Master, from Ferrol to Lisboa, for a cargo, captured by the Earl St. Vincent privateer, of this port, Captain Richards. She was left in chace of four other brigs and a lugger deeply laden.

13. Wind W. N. W. Fair. Letters from the Doris, 38 guns, Captain Halliday, dated the 8th inst. off Camaret Point, state, that she, the Immortalite, 40, Honourable Captain Hotham, and Unicorn, 32 guns, Captain Wilkinson, had looked into the Outer Road of Brest, and counted distinctly seven three-deckers, thirteen two-deckers, three frigates, and four corvettes, which were apparently ready for sea, with top-gallant yards across. The Boadicea, 44 guns, has left them, to cruise off Quiberon Bay. Came in the Nile cutter, of 12 guns and 45 men, Lieutenant T. Newton, having had a very gallant and well-fought action in Douarnerêz Bay, with a large French cutter, of 16 guns, and full of troops, which she drove, after two hours hard fighting, under the guns of a large battery, where the Nile could not follow her, being much disabled in her masts, sails, and rigging. —The French cutter appeared to be much mauled, as Lieutenant Newton observed, on her sheering off, she pumped out a great deal of water. It is supposed, by her trying to disable the Nile, the French cutter meant to run her on board on her bows or quarters, and with her troops to endeavour to board and carry her. But Lieutenant Newton, with his brave little crew, by the judicious positions they took, entirely prevented their scheme from taking place. The Nile had only one man wounded.

14. Wind W. N. W. Cloudy. Came in the Duke of Clarence privateer, of 8 guns, Captain Ruby, after a cruise of three months on the coast of Spain. Came in a victualling brig with stores for the squadron in Cawsand Bay. Sailed the Resolution, 74 guns, Captain Gardner, to join the Channel fleet.

15. Wind W. N. W. Refreshing Showers. Came in the Glory, 98 guns, Captain Wells, from the Channel fleet. Came in the Leda, 38 guns, Captain G. Hope, from a cruise; and La Jeune Nannette, prize to the Stork, 18 guns. She also took two chasse marees. She made one a tender, and sent her in to decoy out some gun-vessels, who smoked the business, boarded her, and retook her. Came in the Unicorn, 32 guns, Captain Wilkinson, with six victuallers from the fleet, which had discharged their cargoes of provisions and beer among the Channel fleet.

16. Wind S. E. Rainy. Came in from Minorca, which she left the 27th of March last, the Phœbe, 36 guns, Captain Barlow (of this town), who so gallantly fought and captured L'Africaine, 48 guns, which she left at Mahon ready for sea. The Donnegal, 84 guns, and Hercule, 74, now in dock, are to have new stern frames from their counters upwards, their old frames having been so much damaged in the actions with the Robuste and Mars, of 74 guns each.

17. Wind S. E. Showery. The Clyde, 44 guns, Captain Cunningham, is ordered for Jersey. He is to have with him several frigates, gun-brigs, and sloops of war, besides a flotilla of gun boats; the whole to be under the orders of the Prince Duke de Bouillon, and D'Auvergne as Commodore. Came in L'Heureux French privateer, of 14 guns and 80 men, prize to the Amelia, 44 guns, Honourable Captain Herbert. She was captured off the Loire in trying to beat up for that river. She had been out six weeks, and had not taken anything. Sailed the Leda, 38 guns, Captain G. Hope,

18. Wind S. E. Showery. The Transport Board have taken up the Eliza and Jane, Hammitt, to carry to Morlaix convalescent and invalid French prisoners and children. Came in a French cartel from Morlaix. She brings an account, that near 40,000 troops are assembling on all parts of the coast of France; it is said for the purpose of invasion.

19. Wind N. N. E. Cloudy. Came in the Magnificent, 74 guns, from the Channel fleet. Sailed the Glory, 98 guns, Captain Wells, to join the Channel fleet; and on a cruise, the Amethyst, 38 guns, Captain Cooke (1st). She joins the Black Rock squadron.

20. Wind W. N. W. Fair. Sailed the Clyde, 44 guns, Captain Cunningham, for the coast of France, with the Cockchaffer lugger. Sailed the Betsey cartel, with General Repardy and suite, captured in the General Brune French corvette from Guadaloupe.

21. Wind W. S. W. Rain. This morning embarked on board the Temeraire, 98 guns, Rear-Admiral Whitshed, and Magnificent, 74, in Cawsand Bay, fifty fine bullocks for the fleet off Brest. The Temeraire, 98 guns, sailed immediately to join the fleet.

22. Wind S. E. Rain. By letters from the Delft troop ship, dated Aboukir Bay the 4th ult. it appears, that provisions were plenty and cheap: a fat sheep, weighing 50lb. cost only three dollars, three geese cost a dollar, and a bag of fine onions only half a dollar. The Turkish fleet had joined Admiral Lord Keith with one three decker, five two-deckers, and fifty large gun-boats. Came in the Earl St. Vincent privateer, of this port, Captain F. Richards, from a cruise off the coast of Spain, where she left sixteen British privateers, all unsuccessful. The Earl St. Vincent, in her late cruise, made five captures and recaptures.

23. Wind variable, Cloudy. Came in the Spanish ship Del Carmen, and a Spanish brig deeply laden with Buenos Ayres hides and tallow from the Rio de la Plata, captured the 17th ult. in the Western Ocean, by the Venerable, 74 guns, Captain S. Hood, the Superb, 74. Captain Keates, and the Cambrian, 44, Honourable Captain Legge, which they left all well the 18th ult. cruising in those seas to intercept a Spanish 64 with money, armed *en flute*, and four sail of ships with similar cargoes to the Del Carmen: they were to sail from Rio de la

Plata some days after the above prizes. The Sir T. Paisley, 16 guns, Lieutenant W. Woolldridge, is ready for sea, and goes to-morrow if the wind is fair.

24. Wind S. E. Rain. Came in from Bombay, the extra East Indiaman the Highland Chief, 28 guns, Captain Greenaway, last from St. Helena. She ran foul of a frigate in a fog yesterday morning off the Lizard; the shock stove in her bows, and carried away the fluke of her anchor at the bows: she went directly up Hamoaze. Governor Brooke and suite came passengers from St. Helena. Sailed the Sir Sidney Smith, 14 guns, Lieutenant Paty, with dispatches for Egypt.

25. Wind S. S. E. Rain. Came in the Formidable, 98 guns, Captain Grindall, from the Channel fleet. Went up the harbour to refit, the Phœbe, 36 guns, Captain Barlow. Came in from North Yarmouth, and went up the harbour, the Blanche, 36 guns, to refit. Came in the Naiad, 36 guns, Captain Ricketts, from the coast of Spain, and Atalanta, 18 guns, Captain Griffiths, from a cruise. Went into Cawsand Bay, from Hamoaze, the Mars, 74 guns, Rear-Admiral Thornborough. By the Argo transport, from Malta, arrived here, we learn, that the Telegraph, 18 guns, Lieutenant Corsellis (supposed lost), passed that island with dispatches for Egypt.

26. Wind W. S. W. Fair. This forenoon, as five Portuguese were in a jolly-boat near the Pier, trying to weigh the kedge anchor of the Tejo Portuguese schooner, by their unskilfulness they upset the boat, and fell head foremost into deep water: had it not been for the activity of the crews of some men-of war's boats who saw the accident, and jumped into the water and saved them, they must have drowned. Remain in Cawsand Bay, the Mars, 74guns, Rear-Admiral Thornborough; and Formidable, 98, Captain Grindall. In the Sound, the Naiad, 38 guns, Captain Ricketts; Diamond, 36; and Atalante, 18, Captain Griffiths. In Hamoaze, the Namur, 98 guns, Honourable Captain De Courcy; Audacious, 74; Phœbe, 36; Blanche, 36; and several small vessels to refit.

PORTSMOUTH REPORT,

FROM APRIL 28 TO MAY 23.

April 28. Sailed the Rambler, of 16 guns, Captain Rye, on a cruise.

30. Sailed La Pomone, of 44 guns, Captain Gower, and Kangaroo, of 18 guns, Captain Pulling, with a convoy for the Mediterranean The William and Ann, Sovereign, and Sea Nymph, transports, with detachments of troops on board, to join their respective regiments at Minorca and Egypt, sailed with the above convoy.

May 1. Sailed the Maidstone, of 36 guns, Captain Donnelly, and the Beaver, of 16 guns, Captain Jones, on separate cruises.

2. Arrived the Fortunée, of 44 guns, Captain Lord A. Beauclerc, and Trent, of 36 guns, Captain Sir E. Hamilton, with the Fox French lugger privateer, of 12 guns, 79 tons, which they captured on the coast of France; also the Union cutter, Lieutenant Rowed, from a cruise. She sailed again this morning.

4. Sailed the Trent, of 36 guns, Captain Sir Edward Hamilton, and the Brilliant, of 28 guns, Honourable Captain Wodehouse, with a large convoy for the Downs.

5. Sailed the Brunswick, of 74 guns, Captain Stephens, to join the North Sea fleet.

6. Arrived the Eugenie, of 18 guns, Captain Somerville, with a convoy from the Downs.

7. Arrived the Redbridge schooner, Lieutenant Lempriere, from Jersey.

9. Sailed the Eugenie, of 18 guns, Captain Somerville, with a convoy for the Downs.

11. Arrived the Lion, of 64 guns, Captain Mitford, from the Downs; Raven, of 18 guns, Captain Saunders, from Yarmouth; and the Alliance storeship, Captain Melhuish, from the Mediterranean, last from Gibraltar. Commissioner Inglefield and his family arrived in her from the latter place.

12. Arrived the Hussar, of 38 guns, Captain Lord Garlies, from Cork; Ambuscade, of 36 guns, Honourable Captain Colvill, from a cruise off Havre; and La Prompte, of 20 guns, Captain Philpot, with a convoy from Jamaica; a part of which she saw safe up Bristol Channel, the remainder went past for the Downs, under convoy of the Surprise frigate, Captain Laroche.—The following Commissioners of his Majesty's Navy arrived at Sir Charles Saxton's, in the Dock Yard, viz. Duncan, Deputy Comptroller, Hartwell, and Rule. A Board was immediately held; and next morning they went on board all the ships in ordinary at this port, except the Britannia and Alcide. Several are ordered for commission, and others to be broken up. They also surveyed the bridge from Gosport to Haslar Hospital, which, being in a state of dilapidation, is ordered to be taken down. Their presence here has been most essential, in causing, in concert with Commissioner Sir Charles Saxton, some naval arrangements to be made of a very important and urgent nature. A number of the shipwrights having been taken off from the Dreadnought, of 98 guns, now building, by order of the Navy Board, to forward the Bellerophon and Goliath, of 74 guns each, the former ship will, therefore, not be launched until the 14th of next month. On the same day, the Malta, of 84 guns, Bellerophon and Goliath, of 74 guns each, will be undocked.

13. Arrived the Hazard, of 16 guns, Captain Butterfield, with a convoy from Belfast, which she escorted safe to the Downs. Sailed the Raven, of 18 guns, Captain Saunders, for the Downs; and the Grappler gun-brig, Lieutenant Confidine, for Jersey.

14. Arrived the Flora, of 36 guns, Captain Middleton, with dispatches from Lord Keith; and the Carteret cutter, Lieutenant Alt, with one of the Chouan Generals on board, from Marcou.

15. Arrived the Glenmore, of 36 guns, Captain Talbot, from Cork; and the Eurydice, of 24 guns, Captain Bathurst, after convoying the Quebec fleet to a certain latitude. On her return, she captured Le Bougainville French privateer, of 14 guns, 60 men, and the Gustavus Adolphus, a Danish East Indiaman, laden with teas and china, which she detained in the Channel; both of which are arrived.

16. Arrived the Leda, of 38 guns, Captain Hope, from a cruise; and the Gorgon store-ship, Captain Ross, from Jamaica. Lady Horatio Seymour came home passenger in her from Jamaica.

17. Sailed the Fortunée, of 44 guns, Captain Lord A. Beauclerc, on a cruise off Havre.

18. Arrived the Good Design, armed ship, Captain Elliot, from Jersey. Sailed the Alliance store ship, Captain Melhuish, for the Downs.

19. Arrived the Serpent, of 16 guns, Captain Roberts, from a cruise. Sailed the Lion, of 64 guns, Captain Mitford, and the Hindostan store-ship, Captain Mottley, with the Woodford, Duke of Buccleugh, Warley, Taunton Castle, Albion, Earl of Abergavenny, Alfred, and Belvidere (East Indiamen), under convoy for China. The Hindostan has stores for the Cape.

20. Arrived the Hydra, of 38 guns, Honourable Captain Paget; Terpsichore, of 32 guns, Captain Mackellar; and the Shark, of 18 guns, Captain Carthew, with a convoy from the Downs.

21. Arrived the Agincourt, of 64 guns, Captain Ryves, from Yarmouth. Sailed the Redbridge schooner, Lieutenant Lempriere, for Jersey.

22. Arrived the Madras, of 54 guns, Captain Hare, from Yarmouth. In coming in, about eight o'clock in the morning, she got aground on Bembridge Ledge, where she lay until four o'clock in the afternoon, when, with the assistance of the Hussar, Captain Ommaney, and Eurydice, Captain Bathurst, she was got off without receiving any material damage. Sailed the Eurydice, of 24 guns, Captain Bathurst, with a convoy for Quebec.

23. Arrived the Racoon, of 18 guns, Captain Rathborne, from the Downs; and the Wolverene, of 16 guns, Captain White, from a cruise off Havre. Sailed the Hussar, of 38 guns, Captain Ommaney, on a cruise.

Promotions and Appointments.

WHITEHALL, MAY 19.

THE King has been pleased to grant the dignity of a Viscount of the United Kingdom of Great Britain and Ireland to the Right Honourable Horatio Baron Nelson, Knight of the Most Honourable Order of the Bath, and Vice Admiral of the Blue Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten, by the name, style, and title of Viscount Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk.

The King has also been pleased to nominate and appoint Thomas Graves, Esq. Rear Admiral of the White, to be one of the Knights Companions of the Most Honourable Order of the Bath.

The Prince de Bouillon is appointed to the rank of Commodore, and hoists his broad pendant on board the Bravo, to command all the naval force at Jersey, and on the neighbouring coasts.

Captain R. C. Reynolds, is appointed to the Orion.

Captain Brown, of the Robust, to the Hussar.

The Honourable Captain Curzon, to the Robust.

Lord Garlies, of the Hussar, to the Bellerophon.

Captain Gore, late of the Triton, to the Medusa, a new frigate.

Captain Ommaney, to the command of the Hussar, until Captain Brown arrives from the Channel Fleet.

George Stiles, Esq. of the Customs, at Portsmouth, is appointed Commander of the Roebuck Revenue cutter, in the room of Captain J. Stiles, who has resigned.

Captain Vansittart, of the Bonnetta, is made Post, and appointed to the Abergavenny.

The Honourable Captain F. F. Gardner, is appointed to the Princess Charlotte, of 44 guns.

Lieutenant Murray, of the Royal William, is appointed to the Guildford (late the Fame), *vice* Lieutenant Weatherstone.

Captain Drummond is appointed to the Carysfort, of 28 guns.

Captain Mottley is appointed to the Hindostan storeship

Captain P. Fraser, is appointed to the Narcissus, a new frigate of 36 guns.

Captain Charles Otter is appointed to command His Majesty's sloop Morgiana, fitting at Plymouth.

John Wentworth Holland, First Lieutenant of the Phœbe frigate, is promoted to the rank of Master and Commander.

Lieutenant Dod is appointed to the command of the Conflict gun-boat.

Alexander Davison, Esq. of St. James's square, London, is appointed sole Agent for the Baltic Fleet.

MARRIAGE.

THE 28th inst. at Mary-le-bone Church, by the Right Hon. Lord George Murray, Bishop of St. David's, Captain Drummond of the Royal Navy, to the Right Hon. Lady Charlotte Menzies, eldest daughter to His Grace the Duke of Athol.

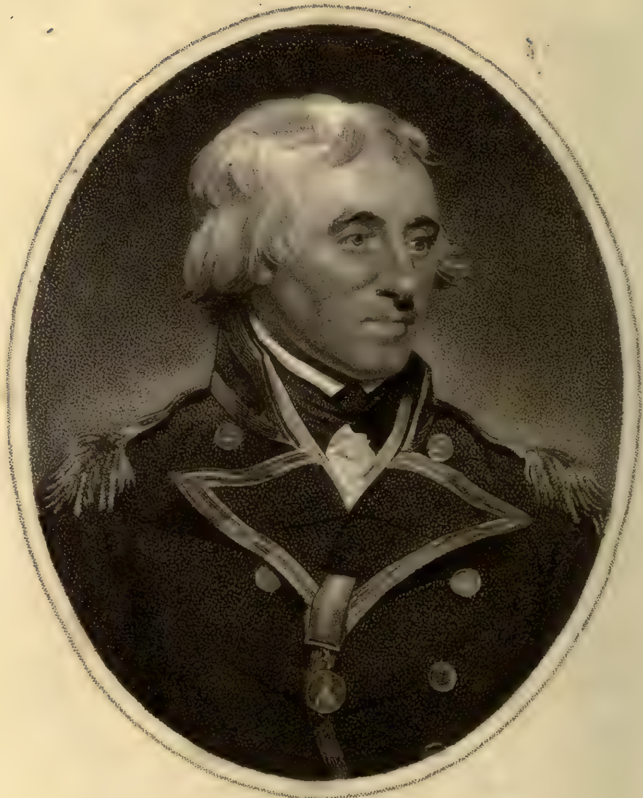
OBITUARY.

LATELY, Rear Admiral Hicks. At the commencement of the present war, he commanded the Fortitude, of 74 guns, in which being sent out to the Island of St. Helena, he had the good fortune to capture a very valuable French East India ship, called the Countess of Trantmansdorff. Being far advanced in life, and his health in somewhat a precarious state, he retired from the service soon after his return to England, and never accepted of any subsequent command either as a private Captain, or as a Flag Officer.

At the island of Timor, in the East Indies, Captain Francis Stratton, of the Royal Navy.

Lately, much lamented, Captain Cartwright, of the Marines.

The remains of the late Admiral Goodall, agreeable to his will, were last week supported to the grave by six old seamen, accompanied by six young maids; to each of whom he had ordered one guinea to be given.



Ridley sc

SIR W. G. FAIRFAX KN^T.

Rear Admiral of the Blue

Pub.^d by Bunney & Gold Shoe Lane July 1. 1801.

BIOGRAPHICAL MEMOIRS OF
SIR WILLIAM GEORGE FAIRFAX, KNT.
REAR-ADMIRAL OF THE BLUE SQUADRON.

On Magna Charta's solid base
  Britannia's Majesty shall stand,
Confin'd alone by boundless space,
  Her sons shall conquer sea, and land.

Nor showers of lead, nor pointed steel,
  Their native ardour shall withhold,
Thrice happy.

LYRIC ODES.

THE noble family of Fairfax is originally of Yorkshire extraction, and of considerable antiquity, the first person heraldically noticed as belonging to it is named Richard Fairfax, who held the high office of Lord Chief Justice of England in the reign of King Henry the Sixth. His third son Sir Guy Fairfax being, like his father, bred to the profession of the law, became Attorney-General, and afterwards one of the Judges in the Court of King's Bench, an office he continued to hold during the reigns of King Edward the Sixth, Richard the Third, and his successor Henry the Seventh. Having acquired a noble fortune he built Steton castle in the county of York, which immediately became the seat of his family. He married Margaret daughter to Sir William Ryther, of Ryther, and by her had Sir William his heir, together with Thomas, who married Cicely, second daughter to Sir Robert Manners, ancestor of the Duke of Rutland. Sir William his son, who succeeded, was also bred up in the profession of the law, and was appointed by King Henry the Eighth, one of the Justices of the Court of Common Pleas. Having married Elizabeth also daughter to the said Sir Robert Manners, by her he had Sir William his heir, and four daughters. Sir William, his son, was sheriff of the county of York during the twenty-sixth and thirty-first years of the reign of King Henry the Eighth, on which occasion that Monarch wrote two letters directed "to our trusty and well beloved Sir William Fairfax," which honourable documents are said to be still preserved at Denton castle in that county. This castle and manor he obtained through Isabel his wife, daughter and heir to John Thwaits, Lord thereof, and died on the 31st of October, 1557. He had six sons and five daughters, and on his death bequeathed his estate at Steton to Gabriel, the youngest, in disherison of his eldest surviving son, with whom he became grievously offended, on account of his having accompanied the Duke of Bourbon on the expedition against, and consequent sacking of Rome at the commencement of the reformation. Neither Gabriel nor the disinherited son appear to have left any issue, but Thomas, one of the intermediate sons, received the honour of knighthood in the nineteenth year of Queen Elizabeth, and married Dorothy daughter to George Gale, of Acham Grange, by whom he had a son named Thomas, who received the honour of knighthood, as his father had done before him, and a daughter named Ursula, who married Sir Henry Bellassise.

Sir Thomas just mentioned having accompanied the Earl of Essex, who was at that time Commander in Chief of the British army sent by Queen Elizabeth into France to the assistance of Henry the Fourth, against the Spaniards and the Popish league, he there had received the honour of knighthood from the Earl in the camp which then lay before Rouen in Normandy. This mark of distinction was particularly conferred on him as a special reward for his gallantry and good service; pursuing the same illustrious path of honour, he was afterwards raised to the rank of a Baron of Scotland by King Charles the First, receiving the title of Lord Fairfax of Cameron, in that kingdom. He married Helen daughter to Robert Ash, Esq. and died in the eightieth year of his age, leaving five sons and two daughters. To Thomas the first Lord Fairfax, succeeded Ferdinand his eldest son, who at the commencement of the civil war was appointed a General of the Parliament army in the associated county of York. He married the Lady Mary Sheffield, daughter to Edmund first Earl of Mulgrave, by whom he had three sons and six daughters, from among the latter, Frances married Sir Thomas Widdrington, of Chisburn Grange, in the county of Northumberland, Knight, and Serjeant at Law. The eldest son Sir William, in the month of September 1644, defeated the Lord Byron at Montgomery castle, but unfortunately paid his life as the price of the victory.

Sir Thomas Fairfax, better known by that title than the latter, which he acquired on the death of his father, was the second son to Ferdinand Lord Fairfax. Having entered into the views and espoused the cause of that faction which was called the Parliament, he gradually rose to the consequential height of Commander in Chief of their forces. In the month of January 1642, he assaulted and made himself master of the town of Leeds, on which occasion he made 500 men prisoners. In the month of July 1644, he commanded the right wing of the Parliament army at the battle of Marston Moor, a day dreadfully fatal to the cause of King Charles, whose army was totally defeated. He distinguished himself on many other occasions, particularly in the month of April preceding, when being under the orders of his father, he engaged Lord Bellassise. In reward and as the consequence of these services, he was in 1645, being then only thirty-four years old, appointed General in Chief of the Republican army, which he continued to command with the greatest success till the year 1698, when he resigned his commission, being extremely disgusted at the measure taken by Parliament of commencing war on Scotland. He was succeeded by Cromwell, who it is needless to observe entertained far less scruples.

On the death of his father, an event which took place on the 13th of March 1647, he succeeded him as Lord Fairfax, and having from the time of resigning his high military command continued to live through the ever troublesome times which ensued after his retirement, entered after the death of the Usurper into the measures proposed by General Monk for the restoration of regal government in the person of King Charles the Second. He afforded very considerable assistance to that revolution for such it might be politically deemed, and was on account of his rank and influence chosen one of the commissioners deputed by Parliament to wait on the King with their proposals preparatory to that great event; on his arrival at the Hague he was received by his exiled Sovereign with almost unprecedented attention and favour, a mark of royal kindness which continued to the latest moment of his Lordship's life. Soon after the restoration he married Anne one of the coheirs to Sir Horatio Vere, who in 1620, commanded a small corps of English troops in the palatinate, by that lady he had a daughter named Mary, married to George Villiers, second Duke of Buckingham. Thomas Lord Fairfax dying in the year 1671 without male issue, the title descended to Henry Fairfax, as the next heir, being the son of Henry second son to Thomas first Lord Fairfax. His Lordship married Frances daughter and heir to Sir Robert Barwick, of Folston, and had four sons and as many daughters, of whom Dorothy married —— Stapleton, Esq. and secondly Bennet Sherrard, Esq. Among the sons Robert having betaken himself to maritime pursuits, and passed through the different subordinate ranks in the service, was appointed Commander of the Conception prize, a frigate mounting thirty-two guns, on the 15th of November 1690. He received no commission subsequent to this for a considerable space of time, during which he uninterruptedly retained the same command, since, he is found to have been Captain of the same ship, which was then employed on the New England station in the year 1693.

In the month of April 1694, he commanded the Ruby, which was at that time stationed as a cruiser on the Irish sea, a service in which Captain Fairfax acquired a very considerable degree of credit by capturing after a very gallant action a large French privateer belonging to Brest, called the Entreprenant, mounting forty-six guns. In 1695, he was promoted to the Newark, of 80 guns, one of the squadron sent under the command of Lord Berkeley and Sir C. Shovell, to attack the French forts. He is supposed to have retained the same command during the whole, or nearly the whole of the war, but in the peace which followed he does not seem to have held any particular command or naval employment. Soon after the acceſsion of Queen Anne and the declaration of war against France, which almost immediately succeeded it, Captain Fairfax was appointed to the Kent, and was detached on the 10th of May 1703, with a small squadron, consisting of four ships, to reconnoitre the port of Brest, and in consequence of information which he received while employed on this service, more particularly that all the French ships which for a considerable space of time were collected in Camaret Bay and Conquet road had escaped the vigilance of several ships stationed to watch them, and had put to sea, Captain Fairfax appears to have displayed the utmost diligence and exertion in this affair, but his efforts were not crowned with that degree of success they certainly merited, for though Sir George Rooke with the fleet under his orders put to sea instantly on receiving the information, and stood over towards Belleisle, he was not fortunate enough to fall in with the enemy, so that after a very ineffectual cruise, which was prolonged to the end of June, the whole of the fleet returned into port without having effected any part of that purpose for which it put to sea.

In the ensuing month Captain Fairfax was ordered out in company with Rear-Admiral Dilkes to attack a very considerable fleet of merchant vessels, together with their convoy, which were reported to have been collected in Concalle Bay. The fleet sailed from Spithead, and on the 24th the Monmouth was ordered ahead of the squadron for the purpose of procuring, if possible, some information respecting the enemy; the success of this little expedition was so complete, that a more particular detail of it will in all probability not prove uninteresting, especially as it appears to have been among the first that were ever undertaken under the peculiar circumstances which marked it. On the 25th of

July, which was the day immediately following the departure of the Nonsuch, the Rear-Admiral himself stood in for the Casquets on the same errand, and at six o'clock the same evening anchored off the S. W. end of Jersey, from thence he immediately dispatched Captain Chamberlain in the Spy brigantine to procure information and pilots from the Governor. The latter immediately sent two very intelligent persons extremely well acquainted with that coast, who gave the Rear-Admiral intelligence of a fleet of forty sail which had been on the 15th endeavouring to ply to windward, and get into Granville.

The Rear Admiral instantly called a council, at which the pilots were both present: it was then resolved to get under sail immediately notwithstanding the tide was rather against them during the night, and endeavour to clear the westernmost of the Minques rocks, hoping if they should be fortunate enough to effect it, that they might be able to get up with the enemy by daylight. The event perfectly proved the wisdom of this resolution, for on the 26th of July at daybreak the enemy was discovered at anchor about a league to the westward of Granville. They immediately slipped on the approach of the English squadron, and ran in for the shore, the Rear-Admiral pursued them as far as the pilot thought it in any degree warrantable to venture; indeed it would have been the height of imprudence to have ran in any farther, as at the time the Rear-Admiral brought up, he had only four feet water more than his ship drew.

The enemy's fleet was now found to consist of forty-five merchant ships under the convoy of three corvettes or small frigates. The Rear-Admiral sent in his own boats manned and armed, as did all the other ships of the squadron. The enemy was attacked with so much spirit and vigour that by noon fifteen sail were taken and brought off, six were burnt, and three sunk; the remainder got away so far up a bay between Avranche and Mount St. Michael, that both the pilots were of opinion the ships could not stand in near enough to afford any protection or assistance to the boats.

A second council was however called on the morning of the 27th, in which it was resolved that a detachment should be formed of the smaller ships to support the boats of the squadron, and that the attempt should be made the next morning; this was accordingly carried into execution between ten and eleven o'clock, the Admiral and all the Captains of the squadron going in to encourage the men. The three corvettes were first attacked, the largest, mounting eighteen guns, were burnt by the enemy to prevent her falling into the hands of the English, the second, of fourteen guns, was set on fire by Mr. Paul, First Lieutenant of the Kent, who was shot through the lower jaw while effecting it, the third, which mounted only eight guns, was brought off.

Of the merchant ships seventeen were burnt or otherwise completely destroyed, so that of the whole fleet only four escaped by getting under the guns of Granville fort, where it was impossible for boats to attack them. The enemy made several attempts to parry this attack, having sent several large well armed shallops from Granville for that purpose, but the Rear-Admiral took the precaution to man a brigantine, and a small vessel of eight guns, which effectually protected the boats from that quarter. This service was thought so highly of by the Queen, that she ordered gold medals to be struck in order to perpetuate this event, and distributed them to the Admiral and the principal Officers.

Captain Fairfax appears to have eminently distinguished himself during this enterprise, and is said to have been one of those that received a gold medal.

After this time we meet with no information relative to his holding any command. On the 20th of June, 1708, he was appointed one of the council to Prince George of Denmark, then Lord High Admiral, an office he held till his Highness's death, on the 28th of October following. From this time till his decease, an event which happened on the 7th of October 1725, he appears to have retired altogether from public life.

Owing to that strange neglect of heraldic records, and the continuation of the enrollment of pedigrees which took place immediately subsequent to the Revolution, and continued without interruption for a considerable number of years, it is impossible to trace with any thing like precision the direct branch of the illustrious family just mentioned, from whence Sir W. G. Fairfax, the subject of the present Memoir, is particularly descended; but from a variety of circumstances it is presumed he is great nephew to Robert Fairfax, whose services as a naval Officer have been briefly given, and that he is consequently great grandson to Henry fourth Lord Fairfax. Having entered in the naval service, and passed with the highest reputation and credit to himself through the different subordinate ranks and stations, he was commissioned as a Lieutenant on the 20th of December 1757, and continued almost constantly employed during the remainder of the war, which did not cease for the space of five years. So long and so meritorious a service might naturally have been expected productive of advancement. Such however was not the fate, or fortune of Mr. Fairfax, he was employed it is true, but the ancient and trite observation, that the services of the best men and most able Officers frequently pass in obscurity during a considerable period of time, till accident perhaps throws them into a situation where their abilities and bravery shine forth like meteors for the world to gaze at, was never on any occasion more fully exemplified than on the present.

The cessation of the war and the chain of promotions which most frequently follows the change from hostilities to quietude, brought no advancement: the different political events, and the repeatedly louring clouds which seemed to portend storms were equally inefficacious. When the dispute between Great Britain and the North American Colonies commenced, Mr. Fairfax remained still a Lieutenant, and served in that capacity for a considerable time. His former services, however, and his seniority on the list of Lieutenants, induced the Admiralty Board not to employ him in the ordinary routine, or line of service filled by naval Officers of that rank, but to appoint him commander of a new cutter, called the Alert, considered at that time as one of the first vessels in that class belonging to the British Navy. Mr. Fairfax's powers of exertion and the acquisition of fame continued dreadfully limited and circumscribed, though certainly very materially improved from what it had been, and accident, as already observed, the frequent parent and friend of bravery, afforded him that assistance in the acquisition of promotion which neither the length of his services, nor his acknowledged attention to every minute particle of his duty had been sufficient to procure him. The seas were at that time particularly infested by a multitude of American privateers, their depredations were exceedingly distressing to the British commerce, and they carried their desultory attacks with the greatest success even in the British Channel; their motions were so swift, being purposely built for sailing, that they would frequently have the hardiness to venture in open day among the fleets of merchant vessels, as if in defiance of the ships of war which were sent to protect them. One of these, we believe too of considerable force, speaking comparatively of a vessel in that class, had the misfortune to fall in with the Alert, Mr. Fairfax labouring, if we mistake not, under the inconvenience of having a fleet of coasters under his protection; he, however, attacked the enemy with such spirit, though superior to him in force, as not only to preserve his charge unhurt, but also to compel those whom he had assailed, to surrender themselves his prisoners.

In so advantageous a light was the conduct of Mr. Fairfax on this occasion held, that he was immediately raised to the rank of Commander, by commission bearing date May 13, 1778, and, as though it was considered injurious to remove him from a vessel in which he had very justly acquired so much honour, he was not, as is generally the case, promoted into any other, supposed, better fitted for his new station, but the Alert herself experienced an advancement, if it be fair to adopt such a term, being put on the establishment of a sloop of war, with an augmented crew, and additional guns. The conduct of France about this time appeared more than doubtful, a rupture seemed indeed unavoidable, and no inconsiderable exertions were made on the part of the British Government to meet the shock with firmness and with force; among other preparations made for this purpose, was a fleet sent into the British Channel under the orders of Mr. Keppel, as well as to watch the motions of a formidable armament which had long been in a progressive state of equipment, and was then actually ready for sea in Brest harbour. The British fleet put to sea with this intention early in the month of June, and on the 17th fell in with two frigates and two schooners, which bore every appearance of having been sent out for the special purpose of attending on the steps of Mr. Keppel. As this circumstance and the consequence produced by it were made by the French Government one of the principal pleas for that actual commission of hostilities which immediately followed, it will not, perhaps, be deemed irrelative to the present subject to give a somewhat circumstantial detail of the transaction, more particularly, as Captain Fairfax himself was very intimately connected with it.

On the first discovery of the ships and vessels in question, the Admiral directed the whole fleet to chase, and with such success, that between the hours of six and seven in the evening, the Milford, of 28 guns, had nearly closed with one of the ships, which was found to be a French frigate. Mr. Keppel immediately ordered, by signal, the chasing ship to attend the stranger, and come down with him to the Victory, which bore the flag of the Commander in Chief. Sir William Burnaby, who commanded the British ship, found all his attempts to induce, by civil remonstrance, a compliance with his orders, ineffectual, but on the near approach of the Hector, a British ship, of 74 guns, from whence a single gun shotted was discharged at the French ship in order to convince her commander of Mr. Keppel's serious intention of enforcing his orders, and the natural necessity of complying with them, the stranger thought proper to comply. The pursuit of the remaining vessels was continued with the utmost alacrity by the Arethusa frigate and the Alert cutter, followed, though at some distance astern, owing to their natural inferiority in point of sailing, by the Valiant and the Monarch. The fleet was kept in some degree of suspence during the night, and more particularly as the Valiant had rejoined the fleet, bringing information that an action had actually taken place between the Arethusa and the ship she had pursued. The particulars of this encounter, which proved to have been extremely severe, were communicated to Mr. Keppel on the ensuing day, together with that share which Captain Fairfax himself bore in a similar cotemporary contest, of whose conduct on this occasion the Commander in Chief makes the following honourable and official mention :—

"I must not omit in this relation to acquaint their Lordships that Captain Fairfax, in the Alert cutter, has had his share in the business; he got alongside of a schooner of ten carriage guns and ten swivels, that attended the frigate which engaged the Arethusa, upon his requesting the Commander of her to stand to the fleet, he made him answer, "that he should do as the frigate did," and upon the frigates firing upon the Arethusa, fired his guns in the Alert. Captain Fairfax immediately run on board of him, and they continued in that situation in close fight upwards of an hour, when the French vessel surrendered. Captain Fairfax killed him five men, and mortally wounded seven. The Alert had four men wounded, two of them it is apprehended mortally."

In respect to the Arethusa, to which ship the Alert was an humble companion; Captain Marshall, who commanded her, having closed with the object of his pursuit on the evening of the 17th, within a very short time after the less serious dispute had taken place between the Milford and the

Licorne, which was the name of the French ship, found her a frigate of very superior dimensions and force to that which himself commanded, and after the first naturally requisite desire that he would bring to, without effect, requested him in the same civil and pacific terms which had in the former instance been used by Sir William Burnaby, to accompany him down to the Admiral, who wished to speak with him, this was also refused, and on the Arethusa firing a single shot across the bow of the French vessel, as a proof his demand was serious, the French Captain without a moments hesitation returned the salute by discharging the whole of his broadside into the Arethusa. The two ships were at this time close alongside each other, so that the action immediately commenced, and was continued with the greatest vehemence and spirit on both sides for the space of two hours or more, when the Arethusa having sustained very material injury in her masts, sails, and rigging, and there not being sufficient wind to allow the best advantage being taken of what still remained in any condition for service, she fell into such a situation as rendered it impossible for the head to be got round to her antagonist, notwithstanding every exertion that could be made, was contrived, to carry it into effect. The French ship was less unfortunate in her attempt, notwithstanding her evident superiority, to effect her escape; for her head being, happily for her, towards the land, the crew contrived to set their fore-sail shattered as it was, and under that assistance stood into a small bay, from whence boats came out at daylight and towed their disabled countrymen into safety.

These actions, added to the strange and unprovoked conduct of the Officer who commanded the Licorne in firing his broadside, added to a volley of musquetry into the America of 64 guns, commanded by Lord Longford, at the very moment when the most civil conference was taking place between his Lordship and the French Captain, were stated by Great Britain as the actual apparent foundation of that terrific dispute which immediately succeeded to them. Political disputes are frequently ttributed in public to causes which have very immaterially contributed to produce them, and the most frivolous occurrences are on many occasions eagerly, though falsely seized by the disputants as the spring and source of actions which had been previously determined on, long before those occurrences took place.

Captain Fairfax continued in the Alert after its damages were repaired till the ensuing autumn, constantly employed either in the Channel in attending on the main fleet, or in cruising off the coast of France, for the purpose of watching the motions of the enemy, and in particular observing the French armament in the port of Brest. He was thus occupied when he had the misfortune to fall in with La Junon, a heavy French frigate, mounting forty guns, to which he was unfortunate enough to become a prisoner, though his sorrow had the satisfaction of being somewhat alleviated by the reflection that he neither tarnished his own honour nor, reflecting on the insignificance of the capture, materially affected the interest of his country. After this accident, Captain Fairfax, owing to his captivity and consequent continuance unexchanged for some time, does not appear to have held any command till his promotion to the rank of Post Captain, by commission dated January the 12th, 1782, appointing him to the Tartar frigate, of 28 guns. This vessel was immediately ordered to the West Indies and Jamaica, from whence it proceeded towards the autumn to North America; returning again to Jamaica after the hurricane months had passed over, he remained in the same station till the autumn of the year 1783, when he was ordered to England in consequence of the conclusion of the general treaty of peace entered into between Great Britain, France, Spain, Holland, and the American Colonies.

The complete defeat given to the French fleet under the orders of the Count De Grasse by that of Britain commanded by Lord Rodney, an action that will ever remain classed among the great and memorable events in the history of the world, having completely paralysed every attempt and even hope of successful enterprise on the part of the enemy, no opportunity whatever was afforded to Captain Fairfax while thus employed, of adding more material and substantial honours to those which he had before so honestly and justly acquired. The Tartar being ordered to be put out of commission and dismantled, as the natural consequence of returned tranquillity, Captain Fairfax is not known to have held any subsequent command till after the commencement of the present hostilities with France, when he was appointed to the Sheerness, of 44 guns, one of the vessels stationed in the North Sea for the protection of commerce, and to watch the motions of the few vessels of war which occasionally ventured into that quarter. At the conclusion of the year 1794, Rear-Admiral Henry Harvey hoisted his flag on board this ship as Commander of a squadron ordered over to Flushing, for the purpose of protecting that post to the last extremity from the depredations of the French banditti, which were then rapidly forcing their way into Holland. These exertions, however, added to every other attempt towards resistance that could be made, were insufficient to stem the torrent, and all the service rendered by the expedition, which by the way must be observed was all that could possibly be expected to result from the most strenuous efforts, was the temporary check given to the advance in that quarter, and the protection afforded to the persons and property of some individuals, who were hardy enough in the worst of times to prefer the antient and regular government of the country to the tawdry new fangled system of visionary enthusiasts.

The cause of anarchy, however, prevailed, and the British squadron unable to afford any further service, retired to its own ports. The political face of affairs, far as regarded the Navy of England, and its operations in that quarter became in an instant totally changed; necessity compelled the equipment of a fleet in avowed enmity, and for the express purpose of making war on a people who had, with the most trivial and short interruption, been the friends and allies of Britain for the space of more than a century. But it must be recollected this war was not wantonly commenced against an established government, but necessarily entered into for the purpose of counteracting the dangerous efforts of a desperate faction, who had subverted their own constitution, and menaced vengeance against that of every other country in Europe. Among the ships ordered to be fitted on this new and unforeseen occasion was the Repulse, of 64 guns, into which ship Captain Fairfax was promoted about the month of May 1795, and the command of which he retained till October 1796, when Admiral, now Lord Viscount, Duncan, having been appointed to the chief command of the fleet stationed in that quarter, selected Captain Fairfax to command the Venerable, of 74 guns, his flag-ship. The compliment was certainly most honourable, and the acceptance of it, considering the long service and seniority in rank which Captain Fairfax held, reflected no less degree of spirit, and complaisance on the acceptor. During his continuance in the rank of a private Captain, the Dutch fleet never possessed sufficient force and hardiness to venture out in the face of so superior an armament as that which watched its motions. The same spirit of inactivity, though not of preparation, pervaded a considerable part of that time during which Captain Fairfax acted immediately under the orders of the Commander in Chief. At length, after a long continued appearance of direct warfare, the Dutch fleet, collected in the greatest force the exertions of the whole country was capable of producing, ventured out to sea. The situation of Captain Fairfax, particularly on an occasion of such emergency, was honourable in the extreme, and he acquitted himself in such a manner as to materially advantage his country, and considerably augment his own private fame, or reputation. The situation of Captain to a Commander in Chief is hardly to be considered as inferior to that of the Commander in Chief himself, and it is but a common act of justice to Captain Fairfax to declare, that by the most active and uniform declaration of his Admiral, added to the general suffrage of every person who was acquainted with his conduct and abilities, that no person could have filled so delicate, and difficult a station with greater ability, and more general satisfaction. The encomium most deservedly passed on his conduct by the Commander in Chief respecting the action with the Dutch fleet in the month of October 1797, is the most indisputable proof of his material and intrinsic worth, and the honour publicly conferred on him by his Sovereign sufficiently proves that such praise was not the effect of private attachment, or individual friendship.

Having been sent home as the bearer of the public dispatches, containing the enlarged account of the engagement with the Dutch fleet off Camperdown, he received the well-deserved honour of knighthood, and in consequence of the Venerable having been so totally disabled in the encounter * as to need a tedious and complete repair, was put out of commission. He continued in retirement from the service until the ship in which he had acquired so much honour was again fit for service, a necessary operation which was not completed till the month of April 1799.

Previous, however, to this appointment taking place, Sir George, as he is in general stiled without the introduction of his first Christian name, was on the 14th of February appointed Colonel of one of the regiments of marines, a most unequivocal and honourable proof of the high estimation in which his valuable services were held. As soon as the Venerable was in a condition for sea, Sir George was ordered to join the main or Channel Fleet, a station in which he continued to serve as long as he held the rank of a private Captain,

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* The names of the ships captured by the British on this occasion, were the Vryheid, of 74 guns, Admiral De Winter, Commander in Chief, Van Rossem, Captain; the Jupiter of the same force, Vice-Admiral Reyntjes; the Haerlem, Admiral Devries, and Gelykheid, of 68 guns each; the Wassenaar and Hercules, of 64; the Delft and Alkmaar, of 50, taken; to these may be added the Munichkendan, of 44 guns, taken, but afterwards lost, and the Ambuscade, of 32, driven by stress of weather on the coast of Holland, and retaken.

The Venerable was so much damaged and so leaky from the number of shot received in her hull, that it was not without the greatest difficulty she could be kept afloat with all her pumps going. She had fifteen men killed, six Officers, and fifty-six men wounded.

but in which the extreme caution of the enemy's fleet and its uninterrupted confinement to the port of Brest, deprived him of every possible opportunity of exerting himself according to his own natural wish and inclination. In reviewing the character and conduct of this gentleman, we feel ourselves under the necessity of lamenting, disagreeable as it certainly is to make any personal remarks on living characters, even though such remarks obviously tend to their honour and advantage, that fortune has not crowned his long, laborious, and valuable services with more repeated and distinguished opportunities of displaying his gallantry, his zeal for the service, and his general ability or knowledge in the different departments of it, which very few of those who have been most eminently favoured by Providence have equalled, and in wishes none have certainly ever surpassed.

On the 1st day of January 1801, this gentleman was promoted to the rank of Rear-Admiral of the Blue; public report immediately afterwards assigned to him a command in the fleet ordered into the Baltic under the orders of Sir Hyde Parker. The rumour, however, appears to have been ill founded, for Sir George has not hitherto taken upon him any command as a Flag-Officer.

HERALDIC PARTICULARS.

Owing to that interruption in the pedigree which has been already noticed, it is not heraldically legal to attribute and allow to this gentleman the arms borne by Lord Fairfax himself, though conscientiously speaking, there appears no doubt of Sir George being able, should he be so inclined, to substantiate his claim to them; these are,

Or, three bars gemel, gules surmounted of a lion rampant, sable. With these are quartered argent a bend ingrailed gules.

CREST.] On a wreath a lion passant guardant of the last.

MOTTO.] Fare, Fac.

BIOGRAPHICAL MEMOIRS OF
CAPTAIN EDWARD RIOU.

> The victory is thine ——
> Through toils through cares my steps oppress
> On peril still through peril grows,
> Celestial visitant be glory mine.
>
> CHOICE OF HERCULES.

WHEN the dangers and perils encountered by this gentleman are considered, and the bravery which he constantly displayed in the midst of them are added to the disastrous account, it may be said with the greatest justice, that no man either in ancient or modern history ever displayed more true heroism and cool contempt of danger, unmixed with the smallest portion of rashness or assumed character. Courage is of two kinds, one branch of it bears mankind with an eagerness bordering almost on pleasure, into the midst of surrounding enemies, in the certainty of acquiring fame and renown; this honest and certainly praise-worthy ambition renders the warrior, as it were, insensible to danger, under the idea that his name will be rendered immortal, although his life is extinguished in the course he of necessity runs, to acquire that celebrity he thirsts for. The second branch is that cool and determinate bravery which supports men in the supposed moment of impending death, and permits them to act with coolness and benignity to those around them, to encourage those who are strenuous, to chide those who are slothful, and in short to render every possible assistance to those who surround them, and from their inferior station look up to them for support, without showing the slightest timidity, or betraying the smallest want of recollection.

Captain Edward Riou, to whose character the foregoing remarks most strictly apply, was after a length of service in the subordinate stations of a Naval Officer, passed in a manner highly honourable to himself, promoted to the rank of Lieutenant, on the 28th of October 1780. Little is known concerning him, in conformity with that remark which is of necessity made almost without exception in every instance of private biography, during the early part of his service, and most probably a much longer part of it would have been devoted to oblivion had not one of the most melancholy disasters, surmounted by the most intrepid conduct, and concluded by the most miraculous preservation, raised him in an instant from obscurity. Having been in 1789 appointed to the Guardian, pierced for 44 guns, but then armed *en flute*, and laden with stores destined for the British settlement made at Botany Bay, no sinister accident took place on their passage to the Cape, but in the course of the voyage from thence to the place of their destination, one of the most dreadful misfortunes short of shipwreck overtook this ill-fated ship, for such she in the end proved, as will be seen by the sequel of the dreadfully interesting narrative annexed, which is taken from the journal of one of the Officers present.

H	K	Courses.	Winds.	Weather.	Wednesday, Dec. 23, 1789.
1	2	S. E. by	N. W.	Light breezes,	
2	3			and hazy,	
3	2			with rain.	
4	1				Variation.
5	1				
6					At six hauled down the
7					studding sails.
8		Ship's head			
9		from E. to S.	Calm		
10					
11					Lowered down the top-sail.
12	1	E. half N.	S. S. E.	Thick and hazy	Hoisted up the top-
1	2	E. by N.	S.E. by S.	with a light	sails, and set the fore-
2	2			breeze.	sail, and stay-sail.
3	2			Damp, with	
4	3			small rain.	Made sail.
5	3	N. E.	E. S. E.		Tacked ship.
6	4	S. S. W.	S. E.	A moderate	
7	5	S. by W.		breeze.	
8	5				
9	6			Fresh breezes,	
10	7			and foggy.	Single reefed the top-sails.

H	K	Courses.	Winds.	Weather.	
11	7				Painted the covering cloths of the garden to prevent the salt water coming to the plants.
12	6			A thick fog.	
		Course.			
		Distance.			A long swell from the westward.
		Lat. observ.			
		Lat. D. R.			
		Long D. R.			
					Thursday Dec. 24, 1789.
1	5	S. E.	E. N. E.	Fresh breezes, with a thick fog.	
1	5				
3	5				
4	6	S. E. by E.	N.E. by E.	Hazy.	
5	8	S. E.	E. N. E		
6	4				

At five saw an island of ice about three miles to the southward and westward of us, bore down, and brought to about a quarter of a mile to windward of it, at half past five hoisted out the cutter and jolly-boat, and sent them to pick up the broken pieces that were floating off at a distance from the main body, with orders not to approach near it, as it seemed dangerous on account of the force of the sea which beat against it, and the large pieces of ice which were seen to fall from the top of it. It was necessary to get this ice for water on account of the cattle, fowls, &c. which were received on board at the Cape of Good Hope and were carrying to Port Jackson.

This mountain appeared half as high again as the main-top-gallant-mast head to windward, it formed a kind of bay, having another large piece nearly as high as the main-mast-head, which was hung to the former by some low ice which the sea beat over, every now and then; during the time the boats were absent, the ship made short tacks, and laid to occasionally to windward of the ice.

At six P. M. the boats returning loaded, the men employed in clearing them and putting the ice into different casks to dissolve. At half past seven P. M. having cleared the boats and hoisted them in, we made sail and stood to the northward. In about a quarter of an hour it came on a very thick fog, so that we could not see above the ship's length before us, proper people were therefore stationed on the fore-castle, gangways, and other places, to keep a good look out, with these precautions we supposed we had nothing to fear from the ice which might be floating about. At eight P. M. tacked and stood to stood to the southward. At half past eight P. M. (it being very thick and foggy weather), the horizon ahead appeared light just as if it was clearing up, in about one minute afterwards the people on the forecastle called out put the helm up, that the ice was right ahead, the helm was accordingly put up, a mountain of ice now hung over our mast-heads, and the fore part of the ship seemed already under it. Mr. Rio u having heard the noise that prevailed on deck (he being below drinking some tea), immediately came up, and seeing the situation of the ship, with great presence of mind ordered the helm to be put down, as it was certain if it remained up the ship must run upon the ice which projected out to leeward, and which was not at first seen. The ship was going seven miles an hour stem on towards the ice when the helm was put down, the ship answered her helm (by the goodness of Divine Providence which saved us from utter destruction), and coming up to the wind, struck forward upon a part of the ice which projected out under water, forging headway upon it (being at the distance of about six feet from the mountain above water), till she came to a valley which was in the ice, through which the wind came and took the head sails aback, forcing the ship's head round to the northward before we could get the yards braced about, upon account of the confusion which of course must at this time prevail on board, every one supposing it to be his last moments. The ship had forged sternway on the ice; having at last got the yards braced about, the fore-top-gallant sail and stay-sails (between the masts), made the ship forge off a little. She gave a very heavy thump abaft, by which we lost our rudder, broke our tiller in two pieces, broke one of the cabin deck beams, started some of the cabin deck planks, and gave the ship such a terrible shock that we expected her to go to pieces; shortly after she gave two more dreadful shocks, and went clear off the ice. Our Commander attended to the steering her with the sails till she got some distance from it, and then disposed the sails so as to keep her to the wind. At three quarters past eight P. M. the carpenter, who had been sounding the well, reported that there were two feet water in the hold, and that it was increasing very fast, the pumps were immediately set to work, and the Officers and men joined with a spirited compliance thereto. The chain-pumps were frequently out of order, and the Cole's pumps were also choaked at times, when out of condition people were stationed in the well to repair them. Some hands were employed in clearing the decks of the cattle, &c. and guns, the booms of the hay, and gun-carriages (the twelve guns being struck down into the hold, and the carriages put out of the way of the cattle upon the booms at the Cape). We cut away the spare anchors from the bows, and threw overboard from between the decks what could be come at. At a quarter past nine P. M. the pumps were all going, and the men in very good spirits; two or three men were left down between decks to heave overboard what they could. The water had now increased to three feet and a half. The men that were left between decks got up and threw overboard more than could be expected. The chains of the pumps were continually breaking, and while they were repairing the people were employed in hoisting up and heaving overboard what they could from between decks.

At about half past ten P. M. we were obliged to break of hoisting up any thing more from between decks, and batten the hatches down (as the chain-pumps threw up more water than the scuppers would deliver), to prevent the water from rolling down them. The water now increased to five feet. The men and Officers began to get fatigued, they were therefore divided equally to go to the pumps alternately every half hour, and at their coming off from the pumps they received some refreshment of bread and cheese with a dram which was now ordered them, and seemed to refresh them. The rum being nearly all expended it was judged dangerous to open the spirit-room to get more, for fear of the people getting down and making themselves drunk, wine and water was accordingly given in lieu of it, as there had been a small cask of wine got up at the first clearing of the gun-room. At midnight the water had increased to six feet, it blowing a strong gale of wind. At day-break a few hands were set about filling a sail by sewing oakum on it in rolls, to put under the ship's bottom. At five A. M. the water had decreased to five feet and a half in the hold, got the sail that was filled under the bottom with great difficulty, as it was blowing so hard and a heavy sea on, and the sea rolling very heavy; during the time the sail was fixing under the bottom the water gained one foot in the hold; however we found the benefit arising from this sail, for directly after it was under the bottom we gained on the leak till eleven o'clock, when it was reduced to nineteen inches, from that time it gained very fast, owing to the sail, a part of which must of course be washed from the bottom, there being so much sea on, and the ship rolling so very heavy. The people being fatigued from the laborious work they were employed about, another sail was now prepared and put under the bottom, after which the water decreased. At noon there were twenty seven inches water in the hold.

Supposed latitude, 44° 10′ S.
longitude, 44° 25′ E.

December 25th.—Hard gales and cloudy, with rain and hail at times, and a very heavy sea. About four P. M. the crew became very much benumbed and stiff, so that they were hardly able to perform any work; the weather being so very cold. The water now again gained upon us, Mr. Clements went down into the bread-room by the way of the rudder, to try if he could perceive any thing of the leak in that part, but found none. The deck close aft was scuttled, it being out of the roll of the water, and we might thereby be enabled to heave overboard out of the gun-room. The Captain, Chaplain, and Purser, and two men (not being able to spare any more men from the pumps), went accordingly to this work, but it was shortly after given up, owing to a cask which fell back and bruised our Commander's hand, so that he was not able to give any further assistance, all hands were accordingly once more at the pumps,

At five o'clock the water increased to four feet, and at midnight to four feet and a half, now the winch of the starboard pump having broke, lashed and frapped it again as well as could be done (there being never a spare winch in the ship to supply its place), we set it to work again. The people, however, used their utmost endeavours at the pumps, and paid due respect to their Officers, who attended to give them every assistance and encouragement, but all was in vain, for from the time that the winch broke, the leak continually gained upon us. At four A. M. the water was reported to have increased to six feet. The people now began to secrete themselves in their hammocks (those who had any), and other places, to get clear of the pumps, or any other work which might be going on, and only by threatening and persuasion could they be prevailed upon to go to their work. At six o'clock the water had increased to seven feet in the hold. The people till now had been unacquainted with the true state of the ship, as the report had always been on the favourable side, but it was now discovered by one of the carpenter's who was down sounding the well coming up and reporting that the water was within one foot of the orlop-deck beams, and increasing very fast upon us. This morning exhibited a scene of horror and confusion, for the top-sails were all shivered to pieces by the wind, the ship rolling so very heavy that the water came in on each side through the upper-deck ports, the weather was dark black and cloudy; many of the people who were fatigued with watching and labour, gave themselves up to perish, others got drunk to make themselves insensible of their danger. A part of the people now seeing their efforts to save the ship in vain, went aft and applied for the boats, they were promised they should have them, but were persuaded to go down to the pumps again, and exert themselves while the boat was getting ready. The boatswain was ordered to get the masts, sails, &c. into the boats, the cooper was also set to work to fill some water-casks out of the butts on deck, provisions also, and other necessaries were got up on the quarter-deck. It being now eight o'clock, and the people having stood about an hour at the pumps they came aft again, and applied for the boats to be hoisted out, saying, "that they should be worked till they were not able to take any means for their safety in the boats." At half past eight the boats were hoisted out, our Commander and the other Officers seeing the supposed inevitable loss of the ship; our jolly-boat, which hung across the stern, in lowering down was unluckily swamped, and the surgeon with two seamen were drowned astern of the ship. The ship was now apparently in a sinking state, as the water increased in the hold, and was coming up through the rudder case in great quantities, so that the ship settled down abaft; in this situation Mr. Riou wrote a letter to the Admiralty, which he gave to Mr. Clements, our Master. The launch being hoisted out first, she was forced to be dropped astern to make room for the other boats, and in dropping she had nearly been drawn under the ship's counter. All the boats were fortunately got into the water (in number four), these were the launch, two cutters, and a jolly-boat, which we were carrying out for the Sirius at Port Jackson, (our own being swamped astern), though in great danger of being stove by the heavy sea that was running. The launch was forced to cast adrift entirely from the ship with only seven or eight men in her, but after having rowed up near the stern of the ship got hold of a rope and veered to a good distance astern, until the cutters brought them provisions and other necessaries; the small cutter laying under the mizen-chains a bag or two of bread was put into her, as also an eighteen gallon cask of water and other necessaries, the boat was then ordered to put off, the Master and Purser leaped into her, as also Mr. Wadman and Mr. Tremlett, but it was with great difficulty they rowed clear of the ship, and steered for the launch. The other cutter and the jolly-boat put off from alongside, and steered towards the launch; Mr. Clements ordered the people in the launch to cut the rope and let her go astern, but Mr. Sommerville, the gunner, who was standing on the ship's quarter, prayed them to hold fast a minute and he would swim to them, he accordingly jumped into the water, as also one seaman, and got safe on board the boat, the launch then cast off, and dropped astern, as also the large cutter and jolly-boat. The small cutter which carried the Purser and Master, with the other gentlemen on board the launch, having had the provisions, &c. taken out of her by the launch, returned to get more necessaries, and also to take what people she could with safety out of the ship. This boat came up alongside the ship at the distance of about two oars length, but before she had time to put any thing into her, Mr. Harvey (Master's-mate), jumped overboard and got into the boat, as did also people to the number of thirty, so that they were obliged to put off from the ship entirely through fear of the people (which they undoubtedly would if she had stayed in that place, there being men on the gangway that were just going to jump when she put off) jumping into, and swamping her by numbers alongside of the ship, she was therefore obliged to go away with scarcely any provisions or water, and had no sail, she having lost it when on board the launch. Our Commander before the boats left us was asked, and pressed to go with them, but all would not do, he said if all the people could get out of the ship he had no objection, but as that was impossible (for the boats could not take them all), he was therefore determined not to leave her, but to perish with the major part. The water was now about two feet above the orlop-deck beams in the hold. It was now about ten o'clock, the boats had all left us, and we had no prospect of safety but by keeping the ship afloat if possible till we could get her to some port, every person therefore resolved to do their utmost towards it (but even now two or three people were laying down drunk below). Some people were therefore employed at the pumps and preparing a fore-sail to get under the bottom, and others employed in heaving articles overboard out of the gun-room.

The boats were now quite out of sight, and nothing remained but to preserve ourselves and ship. We found the spirit-room open, which was immediately locked, and liquor, &c. given out to the people from the cabin.

Note. Just before the boats left us the chain of the starboard pump broke.

Supposed our course to be E. S. E.
distance, 40 miles.
latitude, 40° 55′ S.
longitude, 43° 35′ E.

Saturday, Dec. 26, A. M.—Got the fore-sail over the bows and under the bottom with great difficulty, there being a great sea on, and the ship pitching heavy, secured the sail and frapped it as well as circumstances would admit. During the time the fore-sail was fixing the pumps were obliged to stand still, not having men enough to do both together, but as soon as it was done the men returned to one chain-pump, and to heaving overboard through the hole which was cut in the cabin-deck out of the gun-room. Found the water not to gain so fast upon us, cleared the decks of all lumber, &c. except two horses, which were by chance not hove overboard the night that we struck.

At nine, not having men sufficient to heave overboard things from out of the gun-room and relieve the pumps also, left off from the former and applied entirely to the latter.

A. M.—At five or six o'clock began to cut a piece out of each gang-board, out of which and the spare jib-boom we formed a steering machine, and got the jib-boom aft on the quarter-deck for that purpose.

Course,	E. S. E.
Distance,	40 miles.
Latitude, D. R.	44° 10′ S.
Longitude,	44° 25′ E.

Sunday 27, December 1789, P. M.—The pumps continually going. Having now got to rights found the number of people as per margin *.

At eight saw an island of ice right ahead, hauled up the fore-sail and down jib as there was a breeze, and the ship going ahead to avoid it in the night.

A. M.—Saw the island of ice to windward.

At eight the pumps all stopped.

In the midst of these surrounding horrors, which though affectingly are but imperfectly related in the preceding journal, Mr. Riou, with a serenity of mind never exceeded by the greatest stoic of antiquity, considering a very few hours only, perhaps moments, between eternity and himself, together with the rest of his wretched but brave companions, who faced death with all its terrors rather than abandon him, retired to his cabin and wrote, as before related, a very concise but most affecting recommendation of his female relatives to the compassion and regard of the Admiralty. This he entrusted to the Master; and to its honour be it spoken, that under the impression the intrepid writer, was at the time of its receipt, no more, preliminary measures were, as it is confidently reported, taken to carry into effect the object of the prayer,

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* Edward Riou, Lieut. and Commander,
John Williams, Boatswain,
Murray Sampson, Carpenter,
David Gilmour, Midshipman,
Thomas Pitt, Midshipman,
John Gore, Midshipman,
John Quintus,
James Ross,
Edward Conolly,
Richard James,
John Burke,
James Brown (1),
James Brown (2),
Thomas Anderson,
John Cock,
John Davenport,
John Reeves,
John Broad,
William Swan,
Edward Duger,
Thomas Humphries,
Andrew Anderson, Cook,
John Fairclough, Surgeon's Mate,
John Hobbs,
John Turner,
Richard Chambers.

when the most unexpected intelligence arrived that the Guardian had actually reached the Cape of Good Hope in safety, though in the most shattered state, and that her brave Commander was still alive.

This singular preservation was owing, under Providence, to the peculiar nature of the cargo shipped on board the vessel, and since it has been by no means an uncommon circumstance for ships to have been seen floating about at random, it may be fairly concluded that vessels are more frequently abandoned, or at least in a much more early stage of distress than necessity requires. It would contribute extremely to the advantage of commerce if more serious attention was paid to the quality of the goods, and the relative proportions of them shipped on board all vessels, since it appears from the singular occurrence of the Guardian's preservation, that it is very possible to load a vessel completely, and far from lightly talking of specific gravity, without endangering the absolute loss of the vessel, under any circumstances whatever, so long as she continues to hold together.

But to return to the Guardian, after having been abandoned by a considerable part of the crew, the Commander, with those intrepid spirits who still resolutely adhered to his cause, continued to use every means their limited powers afforded them, for the preservation of the vessel and their own lives; they had very soon the satisfaction of finding, that leaky and disabled as it was, it did not sink lower in the water than one certain point, which accidental experience taught them; deriving new hopes from this totally unexpected relief, they immediately applied their redoubled efforts to navigate her back to the Cape of Good Hope, from whence they had departed. In this they were fortunately successful, for the ship, after having been for three weeks the sport of the winds and waves, having accidentally fallen in with a Dutch packet, was conducted to her hoped-for port in safety, after five weeks had elapsed from the time the misfortune first befell her. Arrived safe in harbour it might naturally have been expected that the vessel which had fortunately survived so melancholy a disaster, might have been considered perfectly secure from all farther injury, but this proved to be by no means the case: the Guardian was immediately removed into False Bay for the purpose of receiving such repairs as circumstances would allow, in order to render her passage to Europe as little dangerous to the navigators as possible, but these were not entered upon when one of those furious hurricanes, which are by no means uncommon in that quarter, drove her on shore, and finally completed that destruction which the violence of the elements, and the misfortune which had befallen her, had, till the latter accident took place, been only able to effect imperfectly.

Mr. Riou having returned to England soon after the total loss of his ill-fated vessel, was promoted to the rank of Commander, but at what particular time does not distinctly appear. He is not known to have held any commission except that *pro formâ*, which constituted his rank, so that he continued in it but a very short time, and was advanced to the station of Post Captain on the 4th day of June, 1794. His appointment on this occasion was like that last mentioned, a mere matter of form, for the first really efficient command in which he appears to have been engaged, was that of the Beaulieu, of 40 guns, in which ship he was ordered to the West Indies in the year 1794.

While on that station he very particularly distinguished himself in a variety of services, such as the force of the vessel which he commanded permitted the performance of. His continuance on that quarter was, however, abridged in consequence of his very ill state of health, which compelled his speedy return to Europe, in the month of August 1795. As an honourable testimony of the high opinion which was entertained of his conduct, he was immediately on his arrival appointed to the Princess Augusta yacht, a species of command very rarely conferred on any but the oldest Officers, and intended principally for the purpose of conferring on them an honourable and easy income little subject to the fatigues and dangers naturally incident to active service, as a supposed reward for those who had spent the best years of their life in it, or have become debilitated in constitution through the hardships they have experienced, or the unwholesomeness of the climate in which the necessities of their country have rendered it necessary they should serve, having ill agreed with a weakened frame.

His health having, however, contrary almost to all human expectation, very materially improved, he quitted so passive a command as ill suited to his own active turn of mind, and was appointed to the Amazon, a new frigate, of 38 guns, in the month of July 1799. In this vessel fortune afforded him no particular opportunity of adding to that celebrity which his misfortunes and his conduct had procured, till the attack on the city of Copenhagen, during which, to use the emphatic words of Lord Nelson, "The gallant and good Captain Riou," having by the unfortunate, but unavoidable accident which prevented the Agamemnon, Bellona, and Russel, from taking up the stations regularly assigned them in the line of battle, been exposed to a very heavy fire, he himself, together with many of his brave Officers and men, unhappily lost their lives. He was killed the 2d of April, 1801.

DESCRIPTION OF PLATE LXIII.

IT is somewhat astonishing that the following remarkable instance of naval gallantry should never yet have been published. We, therefore, consider ourselves exceedingly obliged by being enabled to lay before our readers such particulars as must be read with the greatest admiration of the distinguished prowess they describe, and which so eminently redound to the credit of the Officers and crews who so ably and bravely defended themselves against such a very superior force. We have also subjoined the official letter sent by Captain Brenton * to Admiral Duckworth, on the occasion; documents which will prove completely illustrative of the whole transaction. The action certainly merits every commemoration, and the annexed plate is taken from a drawing representing the most interesting period of it.

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* This gallant Officer has had his bravery rewarded by being promoted to the rank of Post Captain, and he now commands the Cæsar, of 84 guns, which has now flying the flag of Admiral Sir James Saumarez.

On the evening of the 6th of November 1799, his Majesty's sloop Speedy, commanded by Captain Jahleel Brenton, and her convoy, consisting of a ship transport laden with wine for the fleet, and a merchant brig bound to Trieste, were attacked upon their entering Gibraltar Bay by twelve Spanish gun-boats, two of which were schooners, carrying two twenty-four-pounders each and fifty men; and the others one twenty-four-pounder, and forty men, besides a xebec French privateer of eight guns.

They first attempted the ship, and were prevented from carrying her by the Speedy passing between them, which enabled her to reach her anchorage in safety; their efforts were then united against the brig, when the Speedy bore up through the center of them, and in three quarters of an hour, obliged them to run for shelter under the guns of Fort Barbary.

The crippled state of the Speedy's rigging, masts, and hull, and especially as the water was up to the lower deck from shot received below, prevented Captain Brenton from pursuing the advantage he had gained. She had two men killed, and one wounded.

The transport was most ably managed by her master, and worked round Europa point through a very galling fire; the brig took advantage of a strong westerly wind which sprung up after dark, and continued her voyage to Trieste. The Speedy was under the necessity of running for Tetuan Bay to stop the leaks, which being done, she returned to Gibraltar the day following.

The Spanish gun boats, after remaining under Fort Barbary for three days, bore up for Malaga, and did not return to Algesiras for two months, leaving the trade unmolested in the Gut of Gibraltar. The Spaniards acknowledged they lost eleven men; four of their boats were seen to strike to the Speedy during the contest by the inhabitants of Gibraltar, and the report was corroborated by a Danish brig from Malaga a few days after.

SIR, *Speedy, Gibraltar, Nov. 21st*, 1799.

I HAVE the honour to inform you that on the 6th instant, coming into Gibraltar with two vessels under convoy, a ship and a brig, we were attacked by twelve of the Spanish gun-boats from Algesiras, having a commanding breeze we were soon enabled to rescue the ship, the gun-boats then united their efforts upon the brig, but bearing up through their line with a well directed fire, we in a short time obliged them to relinquish that design also, and take shelter under the guns of Fort Barbary; the situation of the Speedy prevented my pursuing the advantage we had gained, having most of our running rigging cut away, our main-top-sail-yards shot through, and our fore-rigging much cut, besides the water being up to the lower-deck from shot received below the water line; not being able to carry sail upon the larboard tack, I was under the necessity of running for Tetuan Bay to stop the leaks, and arrived here the day following.

I cannot say too much in praise of Lieutenant Parker, Mr. Marshall, the Master, and the remainder of the Officers and men under my command, from their spirited exertions and strick attention to their duty we were enabled to save our convoy and his Majesty's sloop.

I beg leave to enclose a return of our killed and wounded, and at the same time to add that much praise is due to Mr. George Robinson, Master of the transport Unity, for the manner he worked his ship during a very galling fire. I have the honour to be, Sir,

Your very obedient Servant,
JAH. BRENTON.

Patrick Blake, and William Pring, seamen, killed.
Thomas Riley, seaman, wounded.

TO THE EDITOR.

SIR,

AS your work professes to record all nautical subjects, I transmit for your insertion an anecdote that recently took place, and which is one among the many that illustrates so eminently the character of our British seamen. The following are the particulars:—

On the last cruise off the coast of France, the Trent frigate, commanded by Sir EDWARD HAMILTON, chased an English vessel that had been taken into Havre-de-Grace in the night. Several Officers volunteered their services to attempt to cut her out. One of those Officers was Lieutenant Tate, of the marines. They succeeded in the gallant enterprise, and the only person wounded was Mr. Tate, who unfortunately lost his leg. On the prize-money being paid to the crew for the recapture, they exhibited an instance of generosity truly great, for the whole of them went aft to the Captain, and begged he would take the shares they had received, and appropriate them for the use of Lieutenant Tate, as a testimony of the very high respect they had for his talents as an Officer and his courage as a man, which he had evinced in the manner he conducted himself on the occasion. The Captain declined accepting their very generous offer, and insisted on every man taking his share, saying, Lieutenant Tate's conduct had been represented, and he had no doubt of its being adequately rewarded.

Sir Edward Hamilton was so pleased with the Lieutenant's conduct, that soon after the transaction, he made him a present of a hundred guineas to purchase a sword. This is an instance of naval merit which leaves us entirely incapable of determining which deserves most the palm of honour, the crew for their laudable generosity, the Lieutenant for his spirit, or the Commander for his noble behaviour in taking the task upon himself of rewarding the bravery of the Lieutenant.

Admiralty-Office, June 20, 1801. NAUTICUS.

PHILOSOPHICAL PAPERS.

THEORY OF THE TIDES. *Reflections on a Nautical Experiment, particularly interesting in respect to the Theory of the Currents of the Ocean.*

A bottle, containing a letter, was thrown into the sea, from a vessel on a voyage from Hamburgh to the Dutch colony of Surinam; a note in the Latin, French, Italian, English, and German languages, for the instruction of those into whose hands it might chance to fall, was inclosed with it, and thus conceived:

"We request those who may find the letter enclosed in the bottle, to write upon it the name of the place and the date in which they found it, to seal it, and transmit it by post according to the address. As the object of the letter is to elucidate the theory of currents, and as it is therefore interesting to every person who wishes to promote nautical knowledge, and indeed to all mankind, we are convinced that no person who may find it will neglect to perform this good action."

This letter was committed to the sea, 44 deg. 22 min. N. lat. and four deg. 52 min. long. E. of the meridian of Teneriffe, on the 15th of June, 1797, and it was found at Cape Prior on the 5th of July following. This Cape is situated in 43 deg. 34 min. 15 s. of N. lat. and ten deg. 31 min. 45 s. of E. long. from Teneriffe. The letter, then, had been carried about 48 min. or twenty French leagues towards the S. supposing the degree of latitude to contain twenty-five of these leagues; and towards the E. five deg. 39 min. 15 s. which makes about 114 leagues, the degree of longitude on this parallel being equal to twenty French leagues, or one-fifth shorter than it is upon the equator. By taking the diagonal of these two directions to the south and to the east, it will be found that the direct distance through which the bottle had passed was about 125 leagues.

But if the tides run towards the north, along the coast of Europe, it is probable that the bottle went more than twenty leagues towards the south, as it must have been carried in that direction by the current of the Atlantic ocean, and afterwards driven back towards the north by the tides, which, according to this system, are only counter-currents which run towards the south in our summer. In whatever manner, however, it was carried to the south, it is certain that it did not experience any obstacles from that pretended general current of the ocean which, according to the Astronomical System, runs continually from the equator to the poles in consequence of the attraction of the moon.

If this experiment be compared with that which was also made with a bottle, thrown into the bay of Cadiz, on the 17th of August, 1786, and which was found on the coast of Normandy on the 9th of May 1787, it will appear that the general current of the Atlantic Ocean runs towards the south in summer, and north in winter.

The opposite direction taken by these two bottles is by some ascribed to the influence of the wind—by others to that of the moon. It is possible the wind may have in some degree affected their movement; but was it retarded or accelerated by it? Not knowing what winds blew at those two periods of the year off the coasts of France and Spain, though it is obvious that it would be to the advantage of this theory to suppose that the current of the atmosphere without the torrid zone is that which astronomers describe it to be. According to Dr. Halley the west wind blows almost all the year without the tropics: he imagines this wind to be a kind of re-action of the trade wind which has a contrary direction in the torrid zone. This, certainly, must be a mistake; or, at least, had the wind influenced the bottle which was thrown into the sea at the mouth of the bay of Cadiz, it must have entered that bay. On the contrary it was carried to the north, being found on the coast of Normandy. Ought it not, then, to have been more obstructed than favoured by the west wind? Was there a current which carried it towards the north, notwithstanding the resistance of this wind? The wind which blows against the mouth of a river does not change its course, though it retards its motion.

But the current which carried the bottle to the coast of Normandy will be said to be that of the tides, which, according to the astronomical system, flow always towards the north. If, however, this current exist, how did it happen that the bottle which came ashore at Cape Prior had been carried about twenty leagues towards the south? Did it at once overcome the tide and the western wind? All that can be said is, that a general current from the north must have carried it a considerable way towards the south; and that afterwards, the less rapid tides brought it back again towards the north, along the coasts which they wash.

As to those who think that the attraction of the moon is the cause of the motion of the ocean, and consequently of the direction of those bottles, their opinion seems to be founded in error. The currents of the Atlantic and Indian oceans, which change twice a year at the equinoxes, do not owe their motion to the permanent course of the moon, which is invariably from east to west, but to the inclination of the earth's axis after the equinoxes, in consequence of which some ice at each pole is alternately melted.

If the moon influences the motion of the ocean, to what is it owing that the spring tides do not happen on our coasts until a day and a half and two days after the full and change? Ought they not to take place the moment that it comes upon our meridian? How can this planet attract the waters towards the zenith of a meridian when it is in the nadir, and elevate the Atlantic Ocean when it is opposite the South Sea? Does its influence operate above us while it is in our antipodes? How happens it that it attracts the whole ocean twice a day, and yet leaves the Mediterranean and the lakes over which it passes without any flux or reflux? Why does it not attract the atmosphere—that aerial ocean, which is more extensive, more light and more susceptible of motion than water? Were air attracted by it, the atmosphere would have tides like those of the ocean, which would happen also at the same periods, and the barometer would indicate them twice a day, but this does not take place.

The moon, then, makes no impression on the ocean but by reflecting the sun's rays on the polar ice, and accelerating its fusion by additional heat; and on account of the distance of our coasts from the pole, this fusion produces no apparent increase with us in the mass of water until a day and a half or two days after it has taken place at the pole.—Thus a stream of water falling into a bason, produces two different motions: the one, that of the whole mass, which it agitates almost at the same moment; the other that which affects the surface only, and occasions an incessant succession of circles.

The first motion takes place at the equinox, when the sun, beginning to act on the ice of that pole to which he is then approaching, gives rise to torrents which suddenly augment the bulk of the ocean, and make it retrograde towards the opposite pole with an impulsion of the whole mass clearly perceptible for the space of two or three weeks in the Indian seas. The same effect occurs when the polar fusions, superabounding from the influence of the new and full moon, appear a day and a half after the spring tides of our coasts. They reach us in the summer as well as in the vernal equinox, much sooner than they do on the shores of India, because we are situated much nearer the pole, whence they issue. With regard to the motion of fluctuation, it gives us the daily tides, which succeed each other in the same manner as the undulation of a bason receiving a stream of water, and which are particularly visible on the coasts from the constant action of the polar half yearly currents, of which they are generally nothing more than the lateral counter-currents.

The ocean may be considered as a vast river, whose sources are the poles. It circulates round the globe with a motion at the same time direct and lateral, and with two opposite motions, like the sap in vegetables and blood in animals.

It is certain that the currents of the ocean may be rendered as useful to mankind as those of rivers. By means of the currents of the north pole, we may bring, every summer, towards our coasts, and into our harbours, those prodigious quantities of wood which are seen drifting on the northern coasts of Europe and America, by uniting them into large rafts, and towing them with boats. They would be carried southward with much greater facility than the mountains of ice which issue every spring from the bottom of Baffin's and Hudson's Bays, and drive on the shoals of Newfoundland. Some years ago, after a mild winter at London, when the ice-houses were almost empty in the summer, a merchant entered into the speculation of bringing a supply from the great bank of Newfoundland. He imported a cargo of ice, which he sold very dear. He might on this plan have towed an entire rock of it into the mouth of the Thames. In the same manner might be floated the forests of the north into our ports.

The theory of maritime currents may open a thousand useful communications among mankind; their causes being known, it will not be difficult to determine their effects by simple, easy, and cheap experiments. A bottle may thus become more interesting in the sea than an aerostatic globe in the air. The latter exposes men to the most terrible dangers—the former may be the means of their safety. It is clear, that had a vessel been wrecked on a desert island, in the situation where this bottle was thrown out, the crew would have been able to have sent an account of the misfortune to the coast of Spain in less than three weeks.

This theory certainly deserves the attention of practical experiment, as it is the only probable chance the unfortunate survivors of a wreck have, after being driven on an unexplored island, of ever communicating their distress to those likely to afford them any assistance. Indeed, as it would be a general cause of humanity, individuals of every nation would have a common interest in promoting it. The savage and uncultivated Indians have taken advantage of a similar observation, the leaves and fruits of trees, floating in the current of the ocean, direct them to the discovery of islands which they have no other opportunity of ever finding out.

Bottles, ends of planks, cocoa nut shells, &c. might be occasionally employed in such cases, but bottles should have the preference, their solidity and immersion rendering them less liable to be influenced by the variation of the winds; they are also better calculated to resist the antipathy of watery bodies.

PLAN FOR
NAVAL AND MILITARY SIGNALS.

THE Author of the following Treatise has adopted this mode of circulating a plan, calculated and projected to improve and extend the present system of Naval and Military Signals, confiding in the hope that as the importance of the tendency of this work may afford it an easy introduction, it may, from its simplicity in practice, undergo such sufficient experiment from liberal and public-spirited characters as will clearly investigate its merits, although unattended with powerful patronage or professional recommendation.

The limits which the Author has prescribed to himself in this Treatise will not admit of enlarging upon the importance of an accurate and speedy communication by signal, nor has he weight sufficient otherwise to enforce attention to it, than by laying before professional men the outline of a code the several parts of which have been sketched from well digested observations resulting from much study and considerable experience.

The code of signals that is at present used in the Royal Navy has by progressive improvement attained an high degree of perfection, and in the entire conviction of its excellence, the Author feels the full force of his temerity in bringing forward any hints in deviation from a prevailing system, by a close attention to which such important and beneficial consequences have ensued.

It is not, however, a new observation, nor has it originated with him, that a material defect is evident in the practice of the present naval code, arising from the difficulty of ascertaining the colour of the signals, not only from the variety of the shades which compose them, but also from various incidental circumstances of situation. For example, where the atmosphere is hazy or calm, where the signal is flying between the observer and the sun, where the signal is blown in a direction to or from the observer, or where the distance renders it less discernible, it is often impossible even with the best glasses to determine upon its exact signification. These reasons, without a further discussion, appear to the Author to be sufficiently powerful to warrant him in thus submitting a plan to the public investigation, from which it shall be demonstrated, that with the assistance only of three symbols, *viz.* a flag, and a pendant of any colour, and four balls, a more full communication may be held with equal accuracy and extent, with greater ease and simplicity, and much less liable to error than at present.

Besides the advantage above mentioned of exploding the use of colours, this Treatise provides an alphabet, by the use of which ships may communicate with each other and with the shore on *any* subject (instead of being limited to such sentences as are previously established), and consequently it will not be necessary for them to come into port or hoist out a boat, which must always occasion loss of time, and sometimes risk the lives of the people. This plan also provides a code of signals, by which a complete communication may be easily established between vessels at sea and stations on shore, the utility of this measure is evidently illustrated in the following cases:

1. A vessel with important information beating into the British Channel would be able to forward it by means of the first signal station she should make.

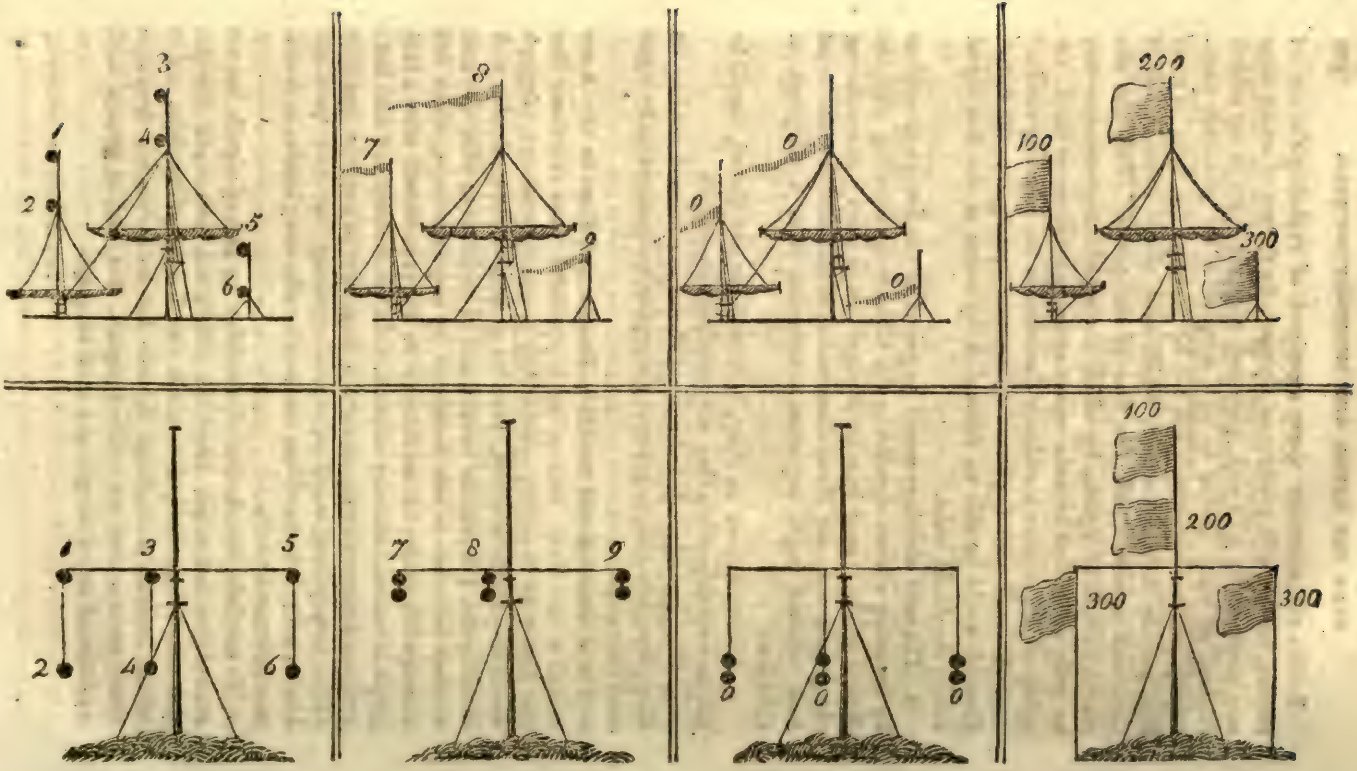
2. The same advantage would be gained to our foreign possessions by intrusting a secret alphabet to the Officers commanding, and the Author thinks it must be acknowledged that in many instances during the present war, our Naval Commanders in the Mediterranean would have received much important information from a telegraph at Gibraltar.

3. All our stations on shore, both at home and abroad, would be able to warn ships when they were standing into danger.

4. Our port Admirals and other Officers in command residing on shore, would be able to preserve a complete communication by signal with their ships.

The Author has addressed this Treatise to Officers in the Army as well as the Navy, because he is convinced from experience that the former are frequently commanding in situations where a telegraph would be of infinite utility, both to preserve a communication with distant posts, and with the ocean; and he presumes to offer this code to their attention as one sanctioned by long experience, which will consequently render it unnecessary to try experiments when a telegraph is wanted, whereby expence must be incurred and time lost; and as a farther recommendation, he begs leave to state the simplicity of its construction in all situations, requiring only two spars, six blocks, a few fathoms of line, and flour barrels, camp kettles, or drums, as substitutes for balls.

To conclude, the Author of the following plan of signals has not entered into that ample detail the subject will bear, under the idea that none but professional men will give it a second reading, and to whom he ventures to pledge himself that his system will furnish as much variety, and more *distinct* signals than that at present used, exclusive of the advantages of a naval telegraph.



REMARKS.

AS the 0 may be hoisted in either of the three *positions*, it should always be fixed on *that* where there is no other part of the signal.

As the flag describing hundreds in vessels may be displayed on any part of the fore, main, or mizen-masts, it must be made subservient to other parts of a signal, that is, *under* the balls or pendant in all cases, except when used on the same mast with 2, 4, 6, or 0.

Brigs are to use the gaff end for the positions of the mizen-mast, and to render them more distinct, a small boom should project some feet clear of the peak of the main-sail.

Vessels with only one mast must *always*, and all other vessels *may*, when standing end on, use a starbord yard arm for the positions of the fore-mast, and a larbord yard-arm for those of the mizen-mast.

Vessels having lost their upper masts are to use the highest part of the sticks left standing for the upper numbers, and a few feet below for the lower numbers, or a yard across any mast or ensign staff will furnish all the positions.

When looking *at* a signal-staff on shore, the point of the yard to the left hand is the position for No. 1, and the signal-yard should be squared to the object to which signals are made. As the flag describing 300 may be displayed at either yard-arm on shore, it should be on that where there is no other part of a signal *.

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* 7, 8, 9, and 0, are described on board vessels with a pendant instead of two balls, because the stick above a top-gallant-sail set, is not of sufficient length to make those numbers distinct from the combinations of $\frac{1}{2}$ $\frac{3}{4}$ and $\frac{5}{6}$.

ALPHABET.

1	2				1	1	1	1	2	2	2	2					1	1	1	1	2	2	2	2	
		3	4		3	4			3	4			3	3	4	4	3	4	3	4	3	4	3	4	
				5			5	6			5	6	5	6	5	6	5	5	6	6	5	5	6	6	6
A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Divides one word from another.

The combination of figures for describing the letters of the alphabet is so contrived as to require only *one* ball in each of the three positions, that is, $\frac{1}{2}$ $\frac{3}{4}$ or $\frac{5}{6}$ are never used together; and to procure more expedition it is not necessary to lower all the balls between each letter, but change them from one figure to another; for example, should $\frac{2}{3}$ describe one letter, and $\frac{1}{3}$ the next, the 2 should be hoisted to 1, and the 3 not moved. By observing the above rules, and also lowering the balls *only* amongst the rigging, (instead of bringing them to the deck), this telegraph will be found *accurate*, *expeditious*, and easy to be managed in all weathers.

Secrecy may be obtained by having alphabets differently arranged, that is, the letters changed with each other; but the combination of figures must not be altered, as any other will require two balls or a pendant in one of the three positions, which will totally defeat the simplicity of the proposed telegragh.

As the combination of figures for describing the letters of the alphabet, will also be found to describe twenty-six numbers in the numerary table, a preparatory signal must be established to denote when the alphabet is to be used. (This has already been done by Naval Officers who have used the above telegraph to prevent any mistake, balls forming a small part of the established *distant signals* of the Royal Navy).

To save time in using the alphabet, a ball *hoisted* where best seen, will be a sufficient acknowledgement for one letter, and *lowered* in answer to a second.

NUMERARY TABLE.

1	2	3	4	5	6	7	8	9	0	1 2	1 3	1 4	1 5	1 6	1 8	1 9	1 0	2 3	2 4
* 1	* 2	* 3	* 4	* 5	* 6	* 7	* 8	* 9	* 10	* 11	* 12	* 13	* 14	* 15	* 16	* 17	* 18	* 19	* 20

2 5	2 6	2 8	2 9	2 0	3 4	3 5	3 6	3 9	3 0	4 5	4 6	4 9	4 0	5 6	7 3	7 4	7 5	7 6	8 5
* 21	* 22	* 23	* 24	* 25	* 26	* 27	* 28	* 29	* 30	* 31	* 32	* 33	* 34	* 35	* 36	* 37	* 38	* 39	* 40

8 6	0 5	0 6	1 2 3	1 2 4	1 2 5	1 2 6	1 3 4	1 3 5	1 4 5	1 3 6	1 4 6	1 5 0	1 8 5	1 8 6	1 3 9	1 4 9	1 3 0	1 4 0	1 0 5
* 41	* 42	* 43	* 44	* 45	* 46	* 47	* 48	* 49	* 50	* 51	* 52	* 53	* 54	* 55	* 56	* 57	* 58	* 59	* 60

1 0 6	2 3 4	2 3 5	2 4 5	2 3 6	2 4 6	2 5 6	2 8 5	2 8 6	2 3 9	2 4 9	2 3 0	2 4 0	2 0 5	2 0 6	3 4 5	3 4 6	3 5 6	4 5 6	7 3 5
* 61	* 62	* 63	* 64	* 65	* 66	* 67	* 68	* 69	* 70	* 71	* 72	* 73	* 74	* 75	* 76	* 77	* 78	* 79	* 80

7 4 5	7 3 6	7 4 6	0 3 5	0 4 5	0 3 6	0 4 6	1 2 3 5	1 2 4 5	1 2 3 6	1 2 4 6	1 3 4 5	1 3 4 6	1 3 5 6	1 4 5 6	2 3 4 5	2 3 4 6	2 3 5 6	2 4 5 6	
* 81	* 82	* 83	* 84	* 85	* 86	* 87	* 88	* 89	* 90	* 91	* 92	* 93	* 94	* 95	* 96	* 97	* 98	* 99	*

In the numerary table the real numbers are distinguished by stars over them, and the combinations of figures descriptive of such numbers, are contrived with the following advantages to render them simple and easy in the execution, *viz.* The last twelve numbers *only* require four balls to be displayed at the same view; more than two balls are never used on the same mast; a ball is never used on the same mast with a pendant, and when a pendant forms a part of a number, the other part cannot require more than two balls *.

In taking signals from vessels the figures displayed at the Fore are first to be written (beginning with the highest), then those at the Main, and lastly those at the Mizen, by which the figures will be written in the same order as in the above table, and consequently the real number found under the same combination, to which number one, two, or three hundred must be added according to the mast on which a flag is displayed †.

Secrecy may be obtained by having tables differently arranged, that is, the real numbers changed with each other, but without altering the combinations.

Although only *one* of the above numerary signals can be displayed at the same time, the execution of them will be found so easy and expeditious, and when displayed so much sooner deciphered than those made with a variety of colours, that in most cases no time will be lost by the same signals being made in succession, as are usually displayed at the same view in the present naval signals.

It being necessary in fleets to have distinguishing signals for squadrons, divisions, and also for each particular ship, the Author proposes that such distinguishing signals should be composed of combinations having a ball on the same mast with a pendant, which will render them totally different from either numerary or telegraphic signals. Examples—one or two balls, *over* or *under* a pendant at the fore (with or without a ball on the other masts), will furnish twenty *distinguishing signals* for the ships of the van squadron; one or two balls *over* or *under* a pendant at the main, will furnish the same *number* for the ships of the center squadron; and those of the rear squadron may be distinguished by the balls and pendant being hoisted at the mizen.

As a distinguishing and numerary signal cannot be displayed at the same time, it is to be understood that all signals are addressed to the whole fleet, or such parts thereof as have been denoted by the previous distinguishing signal, until another distinguishing signal is hoisted.

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* The Author of the above has bestowed infinite labour to form a numerary table in which the combinations of figures should be similar to the real numbers, but has hitherto been unsuccessful.

† The same rules are to be observed in taking signals from a signal-staff on shore, beginning with those at the left yard-arm.

BRIEF ACCOUNT
OF THE CIVIL NAVAL HISTORY OF
GREAT BRITAIN.

[Concluded from page 417.]

THE peace of Ryswick, which took place in 1697, was concluded to the no small satisfaction of both nations, who were each heartily tired of the effusion of blood, as well as the heavy expences attending so ruinous a war; a war which the English nation will long have reason to remember and regret, as it was during that term the dreadful incumbrance stiled National Debt first found an opportunity to infix her fatal sting in our vitals, the poison of which is since so much increased and envenomed, as to have been productive of the most dreadful grievances.

The fund for supporting the before-mentioned establishment of pay for Sea Officers, settled by King William in 1693, ceasing with the war, his Majesty had no other way to continue it unless he had allowed it out of his revenue: upon this the then Lords of the Admiralty formed a scheme, by which they reduced the half-pay from 40,000*l.* to 18,000*l.* a-year, proposing that only a certain number of Officers out of the whole should be entitled to it, a circumstance seemingly both hard and unjust; they further projected reducing the sea pay of all the Officers almost a third part, and from the Captains a full third, as may be seen in their following scheme:

		Officers pay till 1700.			Proposed red.		
The Admiral of the Fleet, *per day*,		6	0	0	5	0	0
Admirals,		4	0	0	3	10	0
Vice-Admirals,		3	0	0	2	10	0
Rear-Admirals,		2	0	0	1	15	0
Captain to the Admiral of the Fleet,		2	0	0	1	15	0
Captains	of 1st rates,	1	10	0	1	0	0
	2d rates,	1	4	0	0	16	0
	3d rates,	1	0	0	0	13	6
	4th rates,	0	15	0	0	10	0
	5th rates,	0	12	0	0	8	0
	6th rates,	0	10	0	0	8	0
Lieuts.	of 1st rates, 2d rates,	0	6	0	0	5	0
	3d rates, 4th rates, 5th rates, 6th rates,	0	5	0	0	4	0

		Officers pay till 1700.	Proposed red.
Masters	of 1st rates, *per month*,	14 0 0	9 2 0
	2d rates,	12 0 0	8 8 0
	3d rates,	9 7 4	6 6 0
	4th rates,	8 12 4	5 12 0
	5th rates,	7 15 0	5 2 8
	6th rates,	6 12 0	4 13 6
Surgeons,		5 0 0	5 0 0

This new arrangement, whereby so considerable a part of the pay of Sea Officers was taken away, was laid before the House of Commons; and, grievous as it may seem, met with such approbation from them, that by a vote they requested his Majesty would be pleased to take it into consideration; the King accordingly did so in council at Kensington, and it received the royal fiat in April 1700, since which it has remained almost entirely the same down to the present year. This conduct in the Board of Admiralty might be justly considered as betraying the interest of those brave men over whom they presided, and who, on that account, did not dare prefer any petition against so hard and unjust a retrenchment; but the approval of it in the House of Commons was worse; for they ought to have judged and considered the matter themselves, without hastily adopting the parsimonious scheme of a Board of Admiralty, who would have shown a much more patriotic spirit in offering some other species of reduction, than one made on a set of gallant men who had been the deliverers of their country, and of its religion and liberties; and when their faithful services had procured an honourable peace, the reward thought due to them by those grateful representatives of their country, was to take away one-third part of their pay.

Sic vos non vobis, vellera fertis oves.

His Majesty had no alternative but to comply or to pay the Sea Officers out of his own revenue, which was impossible; he could not, however, avoid being much chagrined and concerned at the injustice and ingratitude shown a corps to whom the nation and himself owed so much; but the restive disposition of that House of Commons had given him pretty convincing proofs how glad they were of opportunities to mortify, not only himself, but all belonging to him, and how little any endeavours of his to pursue an alteration would avail.

I am sorry, for the honour of my country, that I must say these parsimonious and unjust regulations have subsisted, without being the least redressed, ever since, though more than a century has elapsed; yet the prices of provisions and every necessary of life have been raised, while the value of money has gradually decreased in the same proportion. How would the industrious husbandman live, or the labourer, or the mechanic, if they were only paid as their ancestors were seventy years ago. These are strong stubborn facts that defy opprobrium or the charge of invention for clamorous purposes; the Sea Officers have long borne their ills in silence, but does that make their cause of complaint less unjust? It may be remembered an acknowledgement was made many years ago, of the inadequateness of Sea Officers pay, but it has never been proposed with effect in the House of Commons to increase it. The Navy of Great Britain is certainly the noblest and most honourable military service in Europe; but its appointments seem to be dealt out by the hand of penury and wretchedness, ill-befitting the opulent nation of whom it is the protector.

I shall now give a short detail of the naval service as it stands at present, the different progressions that must be gone through, with the several appointments of each station, from the volunteer to the Flag-Officer.

There is but little encouragement for young gentlemen of small or no fortunes to enter into the Royal Navy; since by the rules of it, they must serve three years before they are entitled to the pay even of an able seaman; they must likewise be four years in the service before they can be rated as Midshipmen, and probably not then without they happen to be strongly recommended to their Captain, who it is possible may have no vacancy upon the ship's books for many months afterwards.

Strangers to the service would imagine, when the volunteer has got this station, after four or five years service and expences, that the salary is in some measure adequate to his expence of time and money, as well as to the disagreeable life a petty Officer must live—by no means, the income afterwards is precarious, and dependent entirely upon the will of the Captain; the highest pay a Midshipman can receive, which is that of a first-rate, till the late augmentation took place, was barely twenty-eight pounds a-year; but in twenty gun ships and sloops, where the duty is considerably harder, it is seven or eight pounds less, besides having much worse accommodations and fewer to assist in performing the duty.

I apprehend the original reason of this might be, that preferments of all kinds were made from the large ships; besides, in the Dutch wars, and those with France, where considerable fleets assembled on each side, the fatigue and danger lay chiefly upon the large ships; hence this regulation might at those times be judicious, but since that mode of fighting is pretty much laid aside, and double the duty and hazard is now with the small cruising ships, it is a pity an alteration is not made by making the pay at least equal.

I apprehend that in the land service a young gentleman must have uncommon ill-conduct, who serves as a volunteer more than a couple of years before he gets a commission, the lowest pay of which is sixty-three pounds a-year, besides the advantage of half-pay when reduced; while the volunteer by sea, serves double that time, for a chance to procure the precarious salary of less than thirty pounds a-year, and no half-pay at all.

The station of Midshipman is certainly a respectable one, since all Commission Officers in the Navy must pass through it, and continue as such at least two years before they can arrive at higher promotion; this consideration, one would imagine, ought to place these necessary Officers upon a little better footing than they are at present, which is much worse than even that of a serjeant, who cannot be reduced to the ranks again but by the sentence of a Court-Martial; while the poor Midshipman is broke, like a Venice glass, with a breath; the caprice of an arbitrary Captain not only unofficers, but reduces him to a level with the meanest of the crew; besides a power of punishing him with flagellations, confinement in irons, and twenty other disgraceful circumstances, equally galling to the spirit of a gentleman.

As by the rules of the Navy, Midshipmen must serve six years, and many do twelve before they can procure a commission, I think some provision, if but a small one, ought to be made for those who have gone through their time of probation with a fair character, and can procure certificates from the Navy Board of their having been examined, and found qualified for Lieutenants; as the want of some such encouragement has lost Great Britain many an excellent Officer, by throwing them into the service of foreign powers for subsistence, who gladly receive them, and too frequently profit by our inattention.

The Lieutenant is the lowest Officer in the Navy that has any rank, and his Majesty in council was pleased to fix their's on the line with Captains of foot; the full pay of these very useful Officers is no more than four shillings a day, besides an allowance of about sixpence more for a servant, while those Officers of the same rank in the army receive ten shillings; nay, even Captains of Marines, whose duty, what little it is, lies entirely on board of ship, and who are subordinate under the command of the Lieutenants of the Navy, have ten shillings a day for doing nothing; while the poor Sea Officer (his equal, at least), who is constantly exposed to the fatigue of watching and the inclemency of the weather, must be satisfied with four shillings and sixpence. It is really astonishing how so heart-breaking a distinction between equals could first have been introduced, or so long continued. I honour and respect the marine corps much, there being, doubtless, many gallant men among them; but I own I can see no kind of reason why so extremely partial a preference should subsist in favour of those who get their commissions for nothing, and who have either full pay or half pay from the day they put on the red coat.

I shall say but little of Lieutenants' half-pay, as the Government has thought proper so recently to settle it by adding a shilling a day to their former two; a particular number of the eldest have three shillings and sixpence more, and as their whole pay exceeds that but little, it might have been presumed they would have given the Admiralty no very extraordinary trouble with solicitations to be employed.

The next Officer in progression to the Lieutenant retains the ancient title of Master and Commander, under which name are comprised Captains of fireships, bomb-vessels, men of war sloops, hospital ships, and all others belonging to his Majesty that carry less than twenty guns; the pay of these gentlemen is eight shillings a day, besides an allowance of seventeen shillings and sixpence a month for each boy they carry to sea, at the rate of four boys for every hundred men of their complement.

This perquisite is but trifling, as many of their vessels were formerly allowed but forty-five men, and few even now exceed one hundred; I will, however, suppose that upon an average, they may each be paid for five servants, which is the utmost; the difference then of emolument between the Major, who has fifteen shillings a day, and the Master and Commander, who has the same rank, is above sixty guineas a year, on the side of the former! Why this should be so, must be answered by those who can give a reason for it; for my part, I can see not the least, as the Major has no extraordinary expences to incur in consequence of his post; the Sea Officer has; custom has made it usual to keep a sort of public table to invite their Officers daily to, and it may easily be imagined a constant expence of that kind is not supported under a considerable sum, and for which, since 1693, there is not the least allowance from Government.

The next promotion is that of Post Captain, and it is the highest that interest, without seniority, can arrive at; the rank of these gentlemen, from the first three years, becomes equal to that of Colonel in the army.

The real emoluments arising from the command of a regiment, are, I believe, amongst the number of secrets hard to come at, and like that of the Free Masons, discoverable only to those who are to be made such, however, if I set it down only at a thousand a year, I fancy there are none can say I over-rate it.

Let us consider, for a moment, what proportion this bears to the income of a Sea Officer of the same rank, who commands perhaps a forty gun ship.

Pay of the Land Officer—1*l.* 4*s.* *per diem.*

Pay of the Sea Officer—8*s.* *per diem.*

I estimate the whole net income of a forty gun ship to be near 200*l.* a year, and do not think it can exceed it, after the allowed servants are paid, the accounts passed, and books, and stationary, &c. deducted; so that by the most moderate calculation, the Colonel's income from his regiment is at least five times as much as that of the Sea Officer of the same rank.

And here let me remark the great severity the legislature has thought proper to extend to Captains in the Navy, by an act of Parliament which passed so lately as the 31st of George II. and is commonly called the Navy Bill.

I must suppose the Right Honourable Gentleman who carried this bill through the House of Commons, meant to raise up popularity to himself at the expence of a set of brave Officers who had certainly not deserved punishment of their country, by inflicting pains and penalties for the mistakes of others. I will only suppose, that as the Right Hon. Gentleman was never in the Naval service himself, he could not be so capable of judging of the inconveniences and bad consequences, which some parts of that favourite bill certainly occasioned; for instance, that seemingly humane part where the seamen are to be paid every six months, I will aver, has caused more impediment to the service, more desertion, and more confusion on board the ships than can be expressed, and of no kind of use to the men, but to lead them into temptations of drunkenness and disease.

This bill enacts, That if any error to the detriment of the public treasure shall be made in any ticket, or certificate containing a copy thereof, or pay lists by the Captain Commander issuing or making out the same, the loss arising by such error shall be made good and compensated out of any wages due, or to grow due to such Captain or Commander, by whom such ticket, or certificate, or pay-list was made out or granted.

Again, In case he neglects to send up, every two months, a complete muster-book for his ship, he forfeits his whole wages for it to the chest at Chatham; besides which he is to be tried by a Court-Martial, and liable to be imprisoned or cashiered.

It enacts likewise, That if a ticket should happen to be made out and issued otherwise than exactly as the act directs (and there is no exception even for a mistake), the Captain forfeits for every offence 50*l.* and all the wages or pay that may then be due to him.

If any Officer could be so forgetful of his own honour and the duty he owes to his country, as to commit a wilful mistake in issuing a ticket, or omitting to send up his muster-books in the limited time, with design of turning either to his own advantage, or to the defrauding of the Government, too much severity could not be exerted towards him, but *humanum est errare*, as human nature is liable to error; nay, even the Right Honourable Gentleman himself may not, perhaps, be quite perfect; it were but charity not to treat undesigned faults with too much rigour and severity, nay, perhaps the faults of another, as the legislature has subjected the Captain to answer and be punished for the frauds or mistakes of the ship's clerk, through whose hands all books and papers pass relating to the ship, who is borne on the books and paid by Government.

Hard would be our lot if this measure was to be dealt to us in the next world, of being punished for involuntary errors and undesigned omissions; but harder still would it be for us to be answerable for the sins and failings of others.

Another hardship on the Captain is his being made accountable for the expence of stores committed to the charge of the several warrant Officers on board, for the expenditure of which there are no rules or directions given; yet after he has signed their accounts, if any part happens to be set down for a use not exactly allowed, even though it was actually for the benefit of the service, such stores are claimed by the Navy Office, &c. against the Commander, and must be made good out of the wages due to him.

I come now to consider the half-pay, as it is called, of a three years Post Captain, and the difference between him and the half-pay of an Officer in the army of the same rank.

The half-pay of a Colonel is 12*s*. a day, and they have often the advantage of being appointed Governor or Deputy-Governor of some castle, town, or fort, or a place at Court, from all which Sea Officers are constantly excluded.

Instead of 12*s*. a day, the greater part of the Captains in the Navy receive no more than the melancholy miserable allowance of four shillings, a sum so mean, so paltry, and so insufficient, that the lowest of our mechanics, nay, the very coal-heavers that once clamoured for an increase of wages, spent more.

This scanty, starving pittance, is denominated half-pay; and, as if it was considered so generous an allowance, and so full a sufficiency for every want, he must take a most solemn oath, that he has not received the least benefit from any public employment either at sea or on shore.

I have taken the liberty of drawing parallels with the army, which I hope the Officers in that corps will forgive, as I mean neither slight nor disrepect to so respectable a body; neither did I mean to insinuate that their emoluments exceeded their services or duty; a criterion to judge from was requisite, and what one could be so opposite and proper, as that wherein the rank of the Officer is equal.

With the morning of his life spent in fatigue, bustle, and watchings, exposed to unwholesome viands, and more unwholesome climates, patiently enduring every evil, and bravely encountering every danger for his country's service, the sea Officer, when at the top of his preferment, is rewarded for all this, with a very inadequate recompence.

Of what avail is the echoing from one side of the House of Commons to the other, the services of the Navy, the bravery of the Officers, the obligation of their country to them, or the public thanks they voted during the present or former wars. Much more acceptable and useful would it have been to those brave men, to have enabled them to enjoy a little of the blessing they had procured for others, by increasing, for the credit of that nation whose thanks they transmitted, their present means of subsistence, instead of suffering them to feel the distresses of penury, when they shall be no longer wanted by their country to bleed in her defence.

The voice of reason and of justice have long pleaded this cause to deaf ears; Sea Officers are the only subjects of his Majesty, who, in a course of 100 years, have not had what may be considered an increase of income; the landed gentleman has raised his rents, the merchant his commodities, and the mechanic the price of his labour, and reasonable it is that it should be so, as the specific value of money is so much less than formerly, by the amazing flux of gold and silver into Europe.

This age seems, for their own reproach and the misfortune of the Navy, to be that wherein the most services have been performed by that corps, and the least notice taken of them. Queen Elizabeth gratefully acknowledged the bravery of her fleet by raising their pay, and appropriating so large a sum as 9000*l.* out of her revenue for their service. The politic Cromwell, after the action in which Van Tromp was killed, rewarded the victors with gold chains and gold medals.

Charles II. was not unmindful either of those Sea Officers who behaved bravely in the Dutch wars; he knighted those who had distinguished themselves, and bestowed generous rewards on the inferior Officers and seamen.

In King William's time, merit and bravery were rewarded even in defeat; this was particularly evinced in the engagement off Bantry Bay, in which, though the French were victors, yet the King was pleased to create Admiral Herbert an Earl, and knighted two of the Captains; besides giving every sailor a reward of ten shillings.

After the victory of La Hogue, by Russel, 30,000*l.* was sent down by the Government to be distributed amongst the seamen, and gold medals struck to commemorate the action, and given to the Officers.

In the last and preceding war, victory and success attended the British fleet in every corner of the globe, the remembrance of which will live in our annals, and perhaps in those of our enemies, though they seem to be erased from the memories of those, who have at times appeared to forget them. The great and glorious engagement with Conflans and the elements, had not so much as a medal struck to perpetuate one of the most hazardous and desperate sea actions ever fought.

I am aware that by this time many will begin to think I forget the advantage which the Navy receives in time of war from prize-money, but indeed I do not, and am ready to allow that it is often extremely profitable; yet it must be acknowledged at the same time to be precarious, and depending entirely on chance and fortuitous events.

There is a very great disproportion between the advantages to a Flag and General Officer, when neither are on actual service; seventeen shillings and sixpence a day is all the Rear-Admiral receives, while the Major-General, if he happens not to be on the staff, stays at home in ease and security, and pockets the pay and profits of his regiment unexposed to fatigue or danger.

From this imperfect disquisition of facts, let the impartial judge of the hardships and want of encouragement Officers of the Navy labour under, which seems not only inconsistent with the usual generosity of a nation even to their enemies, but is certainly incompatible likewise with sound policy, for exactly as men find the comforts and blessings of life attainable in their country, will their attachments be to it, and no otherwise; for though the love of our country has ever been considered as a national passion, yet I must think, that like the filial love to parents, it is an affection founded only on gratitude, for evident great benefits received: Since observation will evince, that whenever there is a great failure of parental duty and regard, children will withdraw affection, and withhold gratitude from parents; and that it can only be from an uncommon effort of virtue that they continue the observance of them.

This *amor patriæ* is certainly not assignable to the elements of which it is composed, but to the social gratifications and protection which it affords us; and, as there is a reciprocal duty between ourselves and our country, one can never be expected, where the other is withheld. From hence this conclusion may be deduced, that the love of our country is no innate principle, but an affection acquired by a sense of received benefits; therefore, that state which would have it most prevail amongst their Officers, must do the most to inspire it; but no arguments can be requisite for rational conviction, that in proportion as it prevails a nation will be prosperous, powerful, and happy; and, of course, that in the degree it is wanting will a state ever be weak, unsuccessful, and declining.

LIFE BOAT.

THE construction of a boat for the *preservation* of lives, from ships driven on the shores of this kingdom, was *originally* suggested by the subscribers to the news-room, at the Law-house, South Shields, in 1789, who, from situation, were the more immediate spectators of the destruction inevitably attending vessels and their crews coming on the sand at the south entrance of Tynemouth Haven, and the *first* boat for that purpose, with a house for her preservation (which serves as a *depot* for ships' materials saved), were built at the expence of the ship-owners of the port. On the 30th of January, 1790, her utility was first experienced, when she exceeded the most sanguine expectations, so much so, that the cork-jackets then bought for the persons going off in her, are now never used. Since that time the Duke of Northumberland built another life-boat, to be kept at North Shields, and which for distinction's sake is called the

NORTHUMBERLAND LIFE BOAT.

By these two boats, some hundreds of valuable lives have been saved at Shields during the last eleven years, and the laudable example is now generally following. Mr. Henry Greathead, of South Shields, the builder, having executed several orders, not only for different parts of this kingdom, but for foreign ports: and it is hoped, the entrance of every harbour, and every road-stead, on the shores of the united kingdom, will shortly be provided with a similar boat.

The boat is about thirty feet long over all, and ten feet broad, built in a flaunching manner and decked at the floor heads, rows twelve oars, fixed with grummets or iron pins, is steered by one, and covered with cork on the outside two or three strokes down from the gunwale, will carry thirty people well, and live in a most tremendous broken-head sea.

Ye sea-built castles! wonders of the deep!
Ye storm-engend'ring clouds! where thunders sleep,
Whose dreadful waking, with tremendous roar
Shakes Ocean's empire to his utmost shore!
Whose wrath arous'd, when hostile fleets surround,
Sinks them down-flaming thro' the vast profound;
Then bursts the savage shout of conquering joy,
For your accomplish'd purpose—to destroy!
Strike your proud flags! your tops in homage wave
To one small boat, whose purpose is TO SAVE!
And ye! whom milder commerce bids to sail
From land to land, as on the summer-gale
Floats the gay cloud, pregnant with Plenty's store,
That drops in fatness on each hungry shore!
But, unlike Heaven's, your gifts are bought and sold,
Your labours sacred to the thirst of gold!
—Veil your proud streamers here, and blush to see,
One vessel sacred to Humanity!

NAVAL LITERATURE.

A TREATISE *on* PRACTICAL NAVIGATION *and* SEAMANSHIP.

[Concluded from page 424.]

THIS Journal is then continued, and contains a detail of the different circumstances, many of them extremely uninteresting, which took place previous to the safe arrival of the ship in port; but the whole account is concluded with the following apposite abservations:—

"I must here observe, the storm that happened to us, in which our troubles first began, and in which we were in the utmost distress, was on the 31st of January, 1764. The storm continued to the 3d of February, in which time we were in constant fear of the ship's foundering. We were continually employed with all our pumps going, and baleing at all the hatchways with buckets. The 3d of February we lost our rudder, and, to add to our distress, our coppers and fire-place for dressing our provisions all fell down by the violent working of the ship. On the 8th, we completed the machine for steering the ship, got it into the water, and wore the ship by it; venturing to steer her for the Cape of Good Hope. We were thirty-nine days from the time we met with the storm, and thirty-nine days we were without a rudder, in which time we navigated the ship upwards of 650 leagues to the Cape of Good Hope, where we arrived the 9th of March, 1764, after experiencing much trouble, fatigue, anxiety, and almost every painful sensation that could be presented to the human mind, for thirty-nine days together; but when we arrived at the Cape of Good Hope, we were relieved from our trouble and care, for which we were thankful to God for his gracious goodness in preserving us in such imminent danger as we had been in, and sending us safe into port after all our troubles.

"We lay at the Cape of Good Hope from the 9th of March to the 17th of April, 1764. During this time we were employed in refitting our ship in the best manner we could.

"We got two hand pumps fixed down the fore hatchways, to pump the water out of the fore hold, the ship being so much shattered or clogged that the water could not run aft to the pump well. So much shattered was the ship, that a man standing at the after part of the ward room, and another man standing under the forecastle, abreast of the fore-sail sheet bitts, could not see any part of each other below the middle; and the ship was quite broke off and parted at the gangway, from the gunwale down to the upper deck. We caulked in all our lower deck ports, by way of strengthening the ship, we afterwards covered the ship's sides and decks with canvas, to prevent the water from coming in, that the people might lie dry in their hammocks, and paid the canvas all over with pitch. We got out all our iron ballast, to ease the ship, and put it on board the other ships of the squadron. We made a new rudder, of a very light sort of timber, but much smaller than the former one that we lost, and not so broad by fourteen inches: this new rudder was constructed in a different manner from the former, the after part or back of the rudder being made much broader than the fore part; on bending part of the rudder, by this contrivance, it had much more power of the ship, and made more resistance in the water: this rudder we were in hopes would answer, though so much less than our former rudder. The ship being fitted in the best manner we could, and taking particular care that the frappings which we had on the ship when we went into the Cape were the same when we sailed from it, and were hove well tight, we prepared for sailing, taking care to preserve our magazine, that should our new rudder not answer in steering the ship, we might again have recourse to the contrivance to supply it. We sailed with the Admiral and the squadron from the Cape the 17th of April, 1764, and found our new rudder answer very well, the ship steering as well with the small narrow rudder as with her old broad rudder, which was fourteen inches broader than our present new rudder, and which shews the mistaken ideas of the people in the shipwright line in this as well as many other instances respecting a ship. We arrived at St. Helena the 30th of April. While we lay at this place we got our sheet and spare anchor down the main hatchway into the hold; and when we sailed from thence we got the best and small bower anchors aft, with their flukes in the upper deck port, abaft the chest tree, in order to ease the ship's bows. We sailed from St. Helena the 6th of May, and had a pleasant passage, with pretty good weather; between St. Helena and England our ship proved tighter than we expected; in fair weather she only required pumping once an hour, and sometimes every half hour. With a fresh breeze of wind and sea she kept one chain pump and two hand pumps that were placed down the fore hatchway constantly going; and when it blowed strong, with a large sea, the ship required two chain pumps and two hand pumps to keep her free; and whenever it blew fresh we were very cautious in carrying sail, being obliged to take the reefs in the topsails when any other ship might have carried their top-gallant-sails, and was obliged to hand or take in our top-sails when a ship might have carried her topsails with all the reefs out.

" The ship strained and worked in such a manner it was frightful to behold. In going against a head sea, I have often thought she would have parted in the middle; but it pleased God she held together, which was as much as we could say, for nothing but the frappings could have kept her together. We sailed from St. Helena the 6th day of May, and arrived at Spithead the 11th of July, 1764. We were nine weeks and three days on our passage.

" I must here beg leave, before I conclude the narrative of the Elizabeth's voyage in her return to England, to give the reader the day's work of the 8th of July, being the day we saw the land, and the reckoning, as worked home to noon that day, with the bearing of the strait per compass, with the distance, and depth of water per soundings.

" Saturday, the 8th of July, 1764. These twenty-four hours little wind and clear weather, the sea extremely smooth. At eight P. M. made the variation per medium of five minutes, 20° 52′ W. and by a good amplitude 21° 22′ W. At seven A. M. sounded; had forty-four fathoms water, broken shells, without stones or sand. The Chatham being sent a-head to look out, made the signal of seeing the land. At eight saw the land, bearing N. E. by N. distance nine or ten leagues. At noon, little wind, and fine, clear, pleasant weather, the sea very smooth; had an observation, variation allowed us per azimuth and amplitude. The Start Point bore N. E. half E. distant eight or nine leagues; sounded, had forty-five fathoms water, broken shells, with some stone; found the sun and observation agree to a mile; the course was N. 45°, E. distance twenty-three miles; latitude in per observation 49° 53′, longitude in 30° 5′ W. Longitude made 11° 20′ E. the Island of Ascension S. 7°, N. distance 1168 leagues. The Start Point should bear by our reckoning W. 28°, N. distance ten leagues.

" The Island of Ascension E. longitude from London 14° 5′ E.

" The ship's longitude made from the Island of Ascension the 8th of July, 1764, - - - - 11° 20′ E.

" The ship's longitude on the 8th of July at noon from London - - - - - - - 3° 5′ W.

" The Start's point latitude - - - - 50° 6′ N.

" Longitude from London - - - - 3° 45′ W.

" The ship's latitude at noon per observation - 49° 53′ N.

" The ship's longitude from London - - 13° 5′ W.

" The ship to the southward of the Start - - 0 13′

" The ship to the eastward of the Start - - 0 40′

" I shall here beg leave to observe, our reckoning was pretty exact, and is worked home to noon, when we saw the land bearing as before mentioned."

Remarks on the Elizabeth's arrival at Spithead.

"We were ordered to Chatham to be paid off. It was judged necessary to have something done to the ship by way of preparing her to proceed to Chatham, by securing her upper works, to keep her together, before she could go from Spithead.

"In consequence of this application, a number of shipwrights and caulkers from the dock-yard were ordered on board, to do what might be necessary for the ship's going round to Chatham. When the artificers came on board, they were surprised beyond expression to see the ship frapped fore and aft upon both decks, the decks and sides all covered over with canvas, and the ship so much broke or hogged, it was frightful to behold; and we thought it unsafe to take off any of the frappings. The shipwrights and caulkers were so much surprised at the appearance and condition of the ship, that they did not stay on board a quarter of an hour; they thought themselves in danger in being on board the ship as she lay at Spithead; they went ashore, and reported the ship to be in such a condition that it was impossible to do any thing to her, and that it was unsafe for the ship even to lie at Spithead. When this report was sent to the Admiralty, the ship was ordered into Portsmouth harbour, where we were paid off, and soon after the ship was ordered to be taken to pieces. She did not require much trouble to break her up.

"She had been eight years on her voyage to the East Indies.—Thus ended a good old ship, that had done great service, and for which I had great veneration, though I had so much trouble in her."

MR. EDITOR,

I HOPE you will think the following anecdote worthy inserting; I have received it from a Gentleman of known veracity; and as it does the greatest honour to humanity, I trust you will consider it worth the perusal:—

At the time when Monsieur D'Estrées bombarded Algiers, M. De Choiseul was ordered into the harbour to set fire to one of the enemy's ships. He undertook this dangerous enterprise with the same intrepidity which he had manifested on several other occasions; but being overtaken by night, he found himself surrounded by several ships, and finally was taken prisoner by the barbarians. His youth, rank, and courage, far from pleading in his favour, only irritated his savage enemies in the greatest degree; and he was accordingly sentenced to be lashed to the mouth of a gun, which on being fired would naturally put a speedy and desperate end to the victim's existence. An old Pirate, who had formerly been the prisoner of this young Gentleman, and been used by him with the utmost tenderness, interceded, but in vain. Shocked at the unrelenting spirit of his countrymen, he followed Choiseul to the place of execution, and when they were preparing to fire the gun, he run to the unfortunate victim of their barbarity, and clinging round him, called out to the gunner to execute his dreadful purpose; "for," said he, "since I cannot save the life of my benefactor, I shall at least enjoy the melancholy comfort of perishing with him." The Dey Ghezzar, with a species of awful admiration, ordered the prisoner to be immediately released.

Blush, ye refined nations, who bestow on the noble minded Africans the odious appellation of Barbarians, and yet would find it difficult to produce from among themselves so noble an instance of gratitude and generosity.

Origin of the Name of the Island of BARBADOES.

AMONG many uncertain conjectures, those who derive the name of this island from the Portuguese language, are most probably in the right; for as those people were the first discoverers of the West India islands, if not of America in general, it is not unreasonable to suppose that they might give this, and the neighbouring islands, a name analogous to something remarkable in their first appearance. Now, nothing of this kind could be more surprising than to see the shores shaded with a kind of fig-trees, differing from all other trees in the manner of their growth: filaments innumerable hanging from the branches striking into the earth, and there taking root. These fibrous shoots have been called by the English, from the first settlement of the island to this time, the *beards* of the fig-trees; it is reasonable, therefore, to suppose that the Portuguese might originally have the same notion of their resemblance, and from thence called this and the neighbouring islands, conjunctly, *Las Barbadas*, *i. e.* the Bearded Islands; for *Consa Barbada* in that language, signifies any thing bearded; and when this island came to be inhabited by the English, it retained the general name given originally to the whole; while the neighbouring islands, since settled, were, for distinction sake, obliged to be called by different names. If we consult the most ancient histories, divine and human, we shall find that the etymology of the original names given to places and things hath in general a relative meaning, expressive of their nature, qualities, or situation.

Poetry.

ODE.

WAR, horrid war, has wak'd his loud alarms!
Long has his brazen throat and hideous roar
Banish'd the "meek-eyed peace," with all her charms,
And stretch'd his wasteful sway from shore to shore.
Fir'd with the love of fame, what chiefs have bled!
What sons of glory in the field of death,
Now, flush with valour, at their people's head,
Now they resign on hostile plains their breath.

Bellona lights her fiercest fires
On Gallia's hostile blood-stain'd shore,
Where heavenly freedom ne'er respires,
And law and order are no more.
Thus pass the days; the heavens in vain
Dart smiling beams, refreshing show'rs
Fall plenteous on the thirsty plain,
And Nature puts forth all her pow'rs.

The richest glebe, the fairest soil,
By hostile fury never spar'd,
No more th' industrious farmer's toil
With hopes of future gain reward.
Not so, where Albion's fertile plains extend,
Though she indignant sends her chiefs to war,
Yet can her sons the grateful charge attend,
And make the treasures of the soil their care.

Once more shall PLENTY smile and bless her fields,
The sons of art their various callings ply,
While ev'ry crop a plenteous harvest yields,
And to her coast the oppress'd for shelter fly.
In distant lands her matchless force is known,
On foreign coasts her naval thunders roar;
Her glories still display'd in ev'ry zone,
The dread and wonder of each hostile shore.
While envious Gallia arms,
Spain wakes the loud alarms;

While tempests rage from far,
Still BRUNSWICK's radiant star,
Shall guide us safely thro' the deep'ning gloom,
And bid our ancient fame to future ages bloom.

Though bred beneath a rugged sky,
The hardy RUSSIAN draws his forces forth,
And in defiance bids his ensigns fly,
Forgetting ancient faith, and lost to sense of worth;
Though plotting Gallia, with her native wiles,
Invites the nations to insidious war,
And the rough SWEDE and thoughtless DANE beguiles,
To make the phantom of a league their care.

Still BRITAIN shall her rights maintain,
Her generous sons, by nature brave,
Shall ride in triumph o'er the main,
Confest by ev'ry subject wave.
From Spartel's cape, from Vincent's height,
And where Iberia's shores extend,
Heard ye the noise of mortal fight,
Saw ye the *proud in battle* bend?

'Twas JERVIS gave the fatal blow,
He rush'd impetuous through the deep;
Nor yet in other climes the foe,
Boasting in vain their stations keep.
Witness Aboukir, which beheld their pride
Level'd with dust; the Gallic Chief in arms,
At Acre found his boasted laurels fade,
When gallant Sidney wak'd the loud alarms.

Meanwhile, Miranda fair, to thee the strain,
I raise inglorious in the beechen shade,
When stretch'd at ease I banish care and pain,
And sing the praises of my favourite maid.
O, be it *thine*, thro' life's tempestuous tide,
To steer thy bark with a propitious gale,
Prudence thy pilot, Heav'n itself thy guide,
While neither rocks nor syrens shall prevail;
Till taught at last midst thy maternal love,
The tranquil harbour happy to explore,
Thou view'st the troubl'd ocean from above,
And rest in peace, where tempests rage no more.

EXTRACT FROM THE SEA, A POEM,

BY JOHN BIDLAKE, A. B.

Chaplain to his Royal Highness the Duke of CLARENCE, and Master of the Grammar School, Plymouth.

WITHIN the winding cavern's broken depth
I sit, and museful view the azure main.
Here massy fragments, bold primeval rocks
Hang vestiges of universal fate,
When deluge pour'd his roaring waters round,
And terror shook the habitable globe.
Impending some, hoary, and scatter'd wild;
Or falling seem, nodding in dread suspense;
Touch'd by the wrinkled hand of time that tints
With moss and lichens rude the living stone.
The tardy growth of long, long buried years,
And all-devouring waste. Low at their base,
The curious vegetation of the deep:
The sea-weed hangs; the branching coral lines,
And fancy-featur'd plants innumerous,
That mimic well the landscape's changeful dress.
Stupendous seats of dreary solitude!
That lift your tall cliffs to the dizzy sky,
And ever dare the wasteful tempest's rage.
Eternal monuments! that proudly mock
The pencil's vain attempt to picture well
Your giant bulks, your reverential shapes,
In grand confusion venerably pil'd.
Here holy meditation ever dwells.
Here, lose I sense of sublunary state,
Majestic nature! aw'd by thy great works,
That speak how little man, how great the God!
And oh! how good to stoop to earthly care!
In long perspective to the stretching eye,
A wide expanse, a wat'ry waste extends;
Cross'd by the frequent sail, that swelling full
Dispreads its snowy bosom o'er the blue;
The level plain, pregnant with new-born gales,
That day, now more advancing breathes; while health
Swift on his golden car ambrosial rides,
And all with gladness fills th' ethereal fields.

How soft the rising breeze, that gently pants
With unseen wing, across the summer sky,
Steals on the sense, and from the dimpling sea,
Wafts od'rous salts! hence busy mem'ry wakes
Of infant days, when all was heart-felt joy;
When the light smiling hours flew swift away;
Or if they brought a sting, shed such sweet balm
As instant heal'd the lightly glancing wound.
Then, when the golden orb of orient morn
Rose lustrous o'er the wave, the playful wave,
That blushing sportive caught each trem'lous ray;
Oft in the green translucent tide, where shone
Each motley pebble clear beneath, these limbs
New braced, and strengthen'd play'd, bedew'd in health
O sweet remembrance! magic power! that far,
Far more than all the present can'st delight!
Why should thy all-enliv'ning touch, wakeful
Raise up the soul to rest so exquisite?
Why should reviving shades of faded joy,
Give more delight than full substantial good?
'Tis care, corrosive care, perpetual gloom,
O'erhangs the atmosphere of ripen'd years
Unfitting us for bliss; sable and sad.
Still, still that serpent grows with rip'ning years,
Writhes round the heart, and ever inward gnaws,
Their lightsome wings the languid spirits flag:
The soul sinks dead, nor thrills to pleasure's touch.
And, we become like charnel vaults, o'er which
A solitary ray of light displays
The melancholy picture of our state.
Joy lights on hoary age as does the sun
On frozen climes; to youth congenial comes,
Gay as the morn on summer flow'rs, then made
More sweet by what it feeds: or as the touch
Of sportive zephyr on th' Eolian harp,
That wakes, and catches melody at once.
How pleasing seems the past! for ever pain
Soften'd by mellow tints of time is scarce
Remember'd well; while joy more vivid seems,
More lov'd, because 'tis past—'Tis what we think
Our little stock of pleasure daily less;
And we, like misers, mourn our wasting store,

Moments important grow when twilight draws
Her dusky veil across the fading skies.
When of the past we muse, 'tis not one joy,
One single joy revives, but a bright train,
That rise at once like constellations gay.
Pain is more solitary, bliss expansive,
Communicating full its copious stream;
Darting its many rays refulgent round,
And lighting all the mental universe.
Oft has the poet ey'd thy various face;
And musing call'd thee semblance of false man,
Uncertain being, who, as seasons wane,
Will watch the shifting colours of the sky;
Change with each changeful wind, and sudden dash,
On disappointment's hidden rocks, the bark
That fondly trusts to friendship's doubtful calm,
And thou, false fluid! thou can'st wear a smile,
Tho' far, far worse than all, that thou can'st threat
The shameless front of base ingratitude,
Forsaken love, proud scorn, the cureless ills
Of life—thou too can'st smile and yet deceive.

* * *

ON THE DEATH OF
CAPTAIN J. MAINWARING AND GENERAL KNOX,
Lost in the BABET, *in the West Indies.*

BY HENRY JAMES PYE, ESQ.

WHEN mid the thunder of the embattled field,
Their lives in Albion's cause her warriors yield;
The never-dying breath of virtuous Fame,
To Glory consecrates each Patriot name.
But shall no wreath of honour crown the brave,
Untimely whelm'd beneath the stormy wave?
Shall the firm Veteran, who has dauntless stood
In many a scene of carnage and of blood;
Shall the bold youth, who hostile coasts explor'd,
Where louder than the surge the battle roar'd;
Cold in the oozy caverns of the deep,
Sung by no Muse, in dark oblivion sleep?
No!—they shall live to Fame, to Friendship dear—
Live still in Valour's sigh, and Beauty's tear.

Gazette Letters.

ADMIRALTY-OFFICE, MAY 16.

Copy of a letter from Captain Bathurst, of his Majesty's ship Eurydice, to Captain Larcom.

Eurydice, at Sea, lat. 48 deg. 42 min. N. long. 12 deg. five min W. 25th April.

SIR,

I am happy to inform you, that at half past seven P. M. I came up with and captured the vessel we received information of yesterday at noon; which proved to be the Bougainville French brig privateer of St. Maloes, Citizen Jaques le Bon, Commander, of 128 tons, mounting fourteen guns of different calibre, and sixty-seven men; out three days, and had made no capture. I am, &c.

W. BATHURST.

Joseph Larcom, Esq.

ADMIRALTY-OFFICE, MAY 18.

Copy of a letter from Rear-Admiral Duckworth, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated Fort Royal, 9th February.

SIR,

Captain Matron, of the Daphne, informs me, by letter of the 22d ultimo, that on the 16th, observing some coasters near the shore, under convoy of a schooner, he detached Lieutenant M'Kenzie, with the boats of the Cyane, under Lieutenant Peachy, but on their approaching, all succeeded in getting under the cover of the batteries at Basse Terre, one excepted, which anchored near Vieux fort; this, in the course of the night, Lieutenant M'Kenzie boarded and brought off under a heavy cannonade. The next morning they observed from the Saints, the above-mentioned schooner work up in shore, and anchor at Trois Rivieres, covered by a battery, and flanked by two others. Notwithstanding these difficulties, Lieutenant M'Kenzie, with Lieutenant Peachy, volunteered to bring her out, which Captain Matson was at last prevailed on to accord to; but, from want of wind, this gallant intention was not attempted until after sun-rise on the 18th, when Mr. M'Kenzie, in a manner which exceeds all praise, ran the schooner on board, though a superior enemy, and evidently prepared for him, when Lieutenants Peachy and M'Kenzie entered with thirty men, and, after a contest of a quarter of an hour, succeeded in bringing her off under a most tremendous fire from the batteries, she being moored so close to the shore as to have a stern hawser fast on the beach. In this contest, the French Captain, his First, Second Lieutenant, and six men, were wounded; besides one killed and two drowned. In the Garland tender, one seaman and one marine killed; the serjeant of marines and two seamen wounded. Though I was not an observer of this exploit, which appears to me among the first traits of gallantry in the course of the war, their Lordships will be able to appreciate the value of Lieutenant M'Kenzie's conduct, which, I must further add, is, in its probable consequences, of the greatest moment to the trade of our islands, as L'Eclair, sails rapidly, and when fully armed, will carry twelve six-pounders, besides twenty-one and a half-pounder brass guns mounted as swivels. She was in her way to Point Petre to complete, having left Rochfort armed only with four brass four pounders, the twenty-small guns, and fifty men. I have the honour to be, &c.

J. T. DUCKWORTH.

ADMIRALTY-OFFICE, MAY 23.

Copy of a letter from Archibald Dickson, Esq. Admiral of the Blue, &c. to Evan Nepean, Esq. dated on board the Princess of Orange, in Yarmouth Roads, the 20th instant.

SIR,

Enclosed is a letter which I have received from Lieutenant Lake, commanding his Majesty's hired brig Lady Ann, giving an account of his having captured the Victoire French cutter privateer, after a chase and running fight of seventeen hours. The Lady Ann, after landing fifty-five prisoners at Bridlington, arrived here this day with her prize and twenty prisoners. I am, Sir, &c. A. DICKSON.

SIR, *Lady Ann hired armed brig, off Flamborough Head, May 16.*

I have the honour to acquaint you, that I this morning, at eight A. M. after a chace and running fight of seventeen hours, captured the Victoire cutter French privateer, mounting fourteen long four-pounders, and manned with seventy-five men, Jean Beville, Commander, a Lieutenant in the French Navy (the Victoire was late his Majesty's hired cutter the Active), sailed from Dunkirk six days since, and had made no captures; when I first gave chase to him at three P. M. on the 15th instant, close in with Flamborough Head, the cutter was under a press of sail after several loaded ships, which I have the pleasure to reflect I prevented him from capturing. I cannot speak too highly of the spirited and good conduct of the Lady Ann's company in general; the two vessels being so crowded with prisoners, and several of my people being very weak and sickly, with the wind blowing strong from the S. W. I think it my duty to make for the first port to land the prisoners, who are far too numerous for our ship's company, after manning the prize; I trust and hope my conduct will meet your approbation. I am, with great respect, Sir, &c.

Archibald Dickson, Esq. JOHN LAKE.

ADMIRALTY-OFFICE, MAY 26.

Copy of a letter from the Hon. William Cornwallis, Admiral of the Blue, &c. to Evan Nepean, Esq. dated off Ushant, the 21st of May.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter from the Hon. Captain Herbert, of his Majesty's ship Amelia, giving an account of his having taken a French privateer brig called the Heureux. I am, &c. W. CORNWALLIS.

SIR, *Amelia, at sea, May 10.*

I have the honour to inform you, that this evening, having just anchored close to the mouth of the Loire, I perceived a man of war brig standing in, who, upon making us out, tacked with all sail from us; as night was just setting in, and no time could be lost if she was to be taken, I slipped and made sail after her, and, after a chase of about four hours, captured her. She proved to be the Heureux privateer brig, of St. Maloes, of fourteen guns and seventy-eight men, out from that port forty-one days, and had taken nothing; the want of copper at St. Maloes, when she was fitting out, probably put her into our hands so soon. I am, &c.

Hon. Admiral Cornwallis. CHARLES HERBERT.

Copy of a letter from Captain Griffith, of his Majesty's ship Diamond, to Evan Nepean, Esq. dated Plymouth Sound, the 9th instant.

SIR,

On the 5th of March I went in quest of a French ship privateer, supposed to be cruising about the island of Palma; on the morning of the

6th, I fell in with her between that island and Teneriffe, and after an arduous chase, obliged her, in consequence of the damage she sustained from our fire, to run on shore on the north side of the island of Gomera, where she very soon became a wreck. Having occasion to land some prisoners, I sent an Officer in for that purpose with a flag of truce, who was informed by the Captain of the privateer, that her name was La Mouche, of eighteen guns, and 160 men, belonging to Bourdeaux; the destruction of this vessel gave me particular satisfaction, as she had been a most active and successful cruiser in those seas. On the 12th of the same month, off the N. E. end of Teneriffe, we captured a small Spanish polacre, laden in part with sundry merchandise. I am, &c. —— E. GRIFFITH.

ADMIRALTY-OFFICE, MAY 30.

Copy of a letter from Captain Ricketts, Commander of his Majesty's ship Naiad.

SIR, *Naiad, in Pontevedra Bay, May 17.*

The boats belonging to the Naiad and Phaeton, manned by volunteer Officers, seamen, and marines, under the direction of Lieutenant Marshall (1st) of the Naiad, highly distinguished themselves on the night of the 16th, by the capture of La Alcudia, and demolition of El Raposo armed Spanish Corunna packets, in the port of Marin, near the town of Pontevedra, under the protection of a five gun battery, twenty-four pounders, prepared to receive them. La Alcudia, the largest, commanded by Don Jean Antonio Barbuto, a very old Lieutenant in his Catholic Majesty's service, was moored stem and stern close to the fort, and her sails were sent on shore the preceding day. This service was undertaken from information that she was a corvette of twenty-two guns. I am happy to state that four men only, belonging to the two ships, were wounded. I have the honour to be, &c.

W. H. RICKETTS.

P. S. I was under the necessity of setting fire to La Alcudia soon after she was towed out by the boats, the wind setting in strong at S. W.

Hon. Admiral Cornwallis, &c.

ADMIRALTY-OFFICE, JUNE 2.

Copy of a letter from Rear-Admiral Duckworth, Commander in Chief of his Majesty's ships and vessels at the Leeward Islands, to Evan Nepean, Esq. dated Martinique, the 27th of April.

SIR,

On the 16th instant the French garrison evacuated the island of St. Eustatia, carrying with them field pieces, and as much powder, with other plunder, as their vessels could stow, which circumstance having been communicated to President Thomson, of St. Christopher's, he very judiciously availed himself of the moment, by making the application (of which I enclose you a copy), to Captain Perkins, of the Arab, which he directly complied with; and on the 21st, Colonel Blunt, with a detachment of his Majesty's 3d regiment of Buffs, and Captain Perkins, of the Arab, took possession of the island, under the accompanying capitulation, which included the island of Saba. The ordnance stores taken in the island of St. Eustatia consist of 48 pieces of cannon of different calibres, 338 barrels of powder, with a quantity of filled cartridges, as also musket ditto, with some shot, &c. I have the honour to be, &c. J. T. DUCKWORTH.

[Here follow the letters of Captain Perkins and President Thomson, on the above subject, which are merely formal communications of the events stated in the preceding dispatches.]

MONTHLY REGISTER OF Naval Events.

GENERAL OBSERVATIONS FOR JUNE 1801.

IT is at least singular, if not unprecedented, that in the midst of such accumulated warfare as at present surrounds the British Isles, a month should elapse so completely barren of what may be termed active incident. If, however, this has really proved the case, and there is no reason to believe the contrary, in respect to positive victories and encounters; the same remark will by no means bear us through in respect to the grander scale of political events, which, from their influx, affect the cause and interest of the powers at war far more decisively, than even conquest or victory can in the extent to which the ordinary course and consequence of such successes are, under Providence, capable of being carried by human power.

At the commencement of the year the political hemisphere, in harmony with the natural one, was louring, dark, cloudy, and dismal; as the spring advanced the impending clouds seemed, though slowly, preparing to part, and open to the view a more serene and placid sky, undisturbed by tempests, and threatening at most only temporary showers, which though they might veil the prospect of the sun for a moment, were not sufficiently strong to obscure it entirely from mortal view; thus did the energy of the British Government, the wisdom of her Ministers, and the justice of her cause, operate to the disunion of that political cloud which once threatened with injury bordering in magnitude almost on destruction.

Suddenly excited as by the influence of some preternatural power, the Northern Confederacy seemed ready to vent its vengeance in whirlwind, and in thunder, that strong conductor of political electricity, a British fleet, caused the baneful effects of the apprehended storm to pass off innocently and almost in silence; the spell which raised the conspiracy having been broken, the different parties, either through apprehension or the return of reason, became in their turns sensible of their folly, and returning amity has already almost totally obliterated the very remembrance that any serious public misunderstanding was likely to take place.

From Egypt though much, very much has been with the utmost eagerness expected, yet none but trivial information has been hitherto received. All that has reached Britain is of a nature perfectly favourable, so that there is every possible reason to hope and expect success; and on the other hand, not the slightest ground that can induce the most apprehensive and timid to fear it. Little doubt appears to be entertained but that a diversion has actually been made on the side of Suez, and if that prove a fact, it may be concluded that nothing short of some miraculous intervention can prevent the territory of Egypt from returning through the medium of the British arms, once more under the dominion of its former ruler, and revert to that constituted arrangement of government which the people in that country considered themselves happy in living under, at least till they had experimentally tasted the comforts of having laws and governors obtruded on them violently by the point of the bayonet or the sword.

Letters received from the Channel Fleet state the following gallant conduct of the Robust, of 74 guns, Captain Browne :—When cruising singly off Port Louis, L'Orient, in the dusk of the evening she fell in with two large ships, which Captain Browne mistook for a line-of-battle ship and a very large frigate. He immediately determined to bear down and attack them. When within pistol-shot, he discovered them to be a French ship, called L'Argonaut, of 84 guns, and 1000 men, and a Spanish ship of 74 guns, standing towards Port Louis. The Robust had cleared for action, and lay to, to engage them, with her three top-sails to the mast; but the enemy passed her within pistol-shot, without attempting to fire, and made sail to L'Orient, not choosing to risk an action even with so inferior a British force.

A letter from Philadelphia, dated May 9, states, that the Captain of the Boston British frigate had sent a challenge to the Captain of the French frigate Semillante, then laying at Norfolk, to meet him at sea—to which the Captain of the French had agreed, provided no other British frigate was in the way. The Boston is rated at 32 guns, and is at present commanded by Captain Douglas, a Scotchman, of well-tried bravery. The Semillante is rated at 36 guns.

SIR HOME POPHAM'S SQUADRON.

WE are at length enabled to give some account of Sir Home Popham's proceedings as far as the Cape :—" Sir Home arrived at the Cape on the 12th of February, after a passage of seven or eight weeks, from Madeira. He crossed the line well to the westward, and thus avoided the long calms which are generally met with upon the Equator, by those who cross it further to eastward. They found that the last had been so bad a harvest at the Cape, that bread was very scarce; and, even in harbour, the squadron was obliged to be at two thirds allowance. A regiment of Hottentots are embodied; they look ill, but make good bush-fighters. As the Sheerness and Wilhelmina sailed very badly, they parted from Sir Home, soon after making Parma, as well as the Victor, the Sensible kept up with the Romney. The squadron had a tolerable good voyage from Cape Verd, and did not meet with calms upon the line, but they experienced very heavy rains; yet it was so excessively hot, that a thin jacket and trowsers formed the common dress of the officers, who were wet and dry in the course of a watch, without feeling any ill effects. The weather at the Cape is too hot, and the glare of the sun too powerful for the officers to bear their uniform hats; they therefore usually dress in a round one, with a black ostrich feather going across, which breaks the force of the sun. Our Correspondent describes Cape Town as neatly laid out, intersected with canals; the houses built in the Dutch taste; the air healthy. The only thing by which it is rendered unpleasant are heavy clouds of dust, which are blown down from the high hills by the strong south-east winds that prevail at this time of the year. There is a theatre, but as yet no performers. Cape Town, like all places where the English are, is becoming a very dear place; however, at present a very good sheep may be bought for 6s. Before the English arrived there were no inns, but strangers boarded and lodged in private families; and which is still done with the Dutch, for two dollars a-day; whilst, at the English inns, you pay three, for only a tolerable dinner and wine."

* * *

A Naval Temple has been erected on the Kymm Hill, Monmouthshire, to perpetuate the names of those noble Admirals who [illegible] themselves by their glorious victories in the last and present wars. The temple consists of a square building, with two fronts, both of which are decorated with paintings—one exhibiting the standard of Great Britain waving triumphant over the fallen and captive flags of France, Spain, and Holland; and the other, the glorious and ever-memorable Battle of the Nile; surmounted by a beautiful figure of Britannia, seated on a rock. The friezes are decorated with the names of our most distinguished Naval Commanders, the dates of their respective victories, and the flags under which they fought.

The French Government have granted passports for his Majesty's ship Investigator, Captain Flinders, now lying at Spithead, which is about to sail on a voyage of discovery. She is admirably fitted out for the intended service, and is manned with picked men, who are distinguished by a glazed hat decorated with a globe, and the name of the ship in letters of gold. The Lady Nelson, Lieutenant Grant, Commander, is to attend the Investigator in making surveys of the Coast of New South Wales.

* * *

COMMON PLEAS, GUILDHALL, JUNE 19.

Before LORD ALVANLEY *and a* SPECIAL JURY.

LORD NELSON *v.* TUCKER.

THIS was an action to determine the right of prize money, brought against the defendant as the agent of Lord St. Vincent. The circumstances of the case were shortly these:—Lord St. Vincent was appointed Commander in Chief on the Mediterranean station, in the year 1795, and continued there till late in the year 1799, when he resigned the command to Admiral Nelson, returned home, and was superseded by Lord Keith, in the month of November, of the same year, by order of the Lords of the Admiralty. Previous to his Lordship's leaving the Fleet, he had dispatched the Hon. Captain Digby, with orders to cruise in a certain latitude within the limits of the station, who, in the month of October 1799, captured several prizes, of which Lord St. Vincent claimed his share as Commander in Chief, not being superseded till the month following.

A number of witnesses were examined, to prove that this claim was contra-distinguished by the usages of the Navy, among whom were Lord Hood, Admiral Hotham, and several other Naval Officers.

After the trial had proceeded a considerable length, and occupied the greater part of the day, a proposition was made by the Counsel to admit the facts, and to take a special verdict, reserving the question of law for the decision of the Court. This being consented to,

Lord Alvanley expressed himself satisfied with the proposal, and said, the decision would establish a precedent for the future adjustment of prize money in similar cases. The question reserved is, "Wherher a Commander in Chief, after resigning his station to a second in command, and on his return home, shall be entitled to a share of captures made in his absence, he, at the time of making those captures, not being superseded by the Lords of the Admiralty?"——The case was then referred, and abides the event.

The Decision of the Court on this important Case, when it takes place, shall be given in this work.

NAVAL INVESTURE

Of Vice-Admiral Sir THOMAS GRAVES *with the* MILITARY ORDER *of the* BATH, *June* 14.

His Majesty's ship St. George, Kioge Bay, June 14.

PREPARATIVE.

A CHAIR was placed on the gratings of the sky-light, on the quarter-deck, with the Royal Standard suspended over it, showing the King's arms; the chair was covered with the Union flag; a guard was ranged on each side the quarter-deck, consisting of the marines, and a detachment of the rifle corps; and the Captains of the fleet attended in their full dress uniforms.

The Royal Standard was hoisted the moment of the procession beginning, which took place in the following order:

Lord Nelson came up the ladder in the fore part of the quarter-deck, and made three reverences to the throne. He then placed himself on the right hand side of it. Captain Parker, bearing the Sword of State (being that which was presented to Lord Nelson by the Captains of his Majesty's fleet, who fought under his command at the battle of the Nile), followed Lord Nelson, and placed himself on his right side, a little in advance, making three reverences to the throne; and one to Lord Nelson. His Lordship's Secretary, Mr. Wallis, then followed, bearing in his hand, on a satin cushion, the ensigns of the order, making similar reverences to the throne, and to Lord Nelson. Captain Parker then read the Duke of Portland's order to Lord Nelson; which ended, Rear-Admiral Graves was introduced between Captains Hardy and Retalick, making three reverences to the throne, and one to Lord Nelson. The Rear-Admiral then kneeled down, and Lord Nelson, in the name of his Majesty, laid the sword on the shoulders of the Rear-Admiral, the knight elect then rose, and, bending his body a little forward, Lord Nelson, with the assistance of Captains Hardy and Retalick, put the ribband over the new Knight's right shoulder, and placed the star on his left breast. Lord Nelson then made a suitable speech on the occasion; which being finished, the procession retired in the same manner it came, except the new knight, who went first, making one reverence to Lord Nelson, and three to the throne.

The moment the ribband was put over Sir Thomas Graves's shoulder, the signal being made preparative, the whole fleet fired a salute of twenty-one guns. When the ceremony was finished, the standard was hauled down.

The troops and marines on hoisting the standard, presented their arms, and the drums beat a march; the troops kept their arms presented during the ceremony, and on the standard being hauled down, a march was likewise beat.

The following Speech was made on the Occasion by Lord NELSON.

" Sir Thomas Graves—Having fulfilled the commands of his Majesty, in investing you with the ensigns of the most Honourable and Military Order of the Bath, I cannot but express how much I feel gratified that it should have fallen to my lot to be directed to confer this justly merited honour, and special mark of Royal favour upon you; for I cannot but reflect, that I was an eye-witness of your high merit and distinguished gallantry on the memorable 2d of April, and for which you are now so honourably rewarded.

"I hope that these honours conferred upon you will prove to the Officers in the service, that a strict perseverance in the pursuit of glorious actions, and the imitation of your brave and laudable conduct will ever ensure them the favours and reward of our most gracious Sovereign, and the thanks and gratitude of our country!"

Naval Courts Martial.

PORTSMOUTH, JUNE 2.

THIS day a Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, on ten seamen belonging to the Terpsichore, for desertion.

Rear-Admiral HOLLOWAY, President.
M. GREETHAM, Esq. Judge-Advocate.

Being found guilty, they were sentenced to receive six dozen lashes each, on board of their own ship, and to be mulcted of all their pay.

SHEERNESS, JUNE 10.

A Court-Martial was held on board the *Irresistible*, for the trial of JOHN M'DONALD, alias SAMUEL HIGGINS, for aiding and assisting in carrying his Majesty's late ship *Danae* into a French port, and delivering her up to the enemy.

After the Court was sworn, Lord PROBY, late Commander of the *Danae*, appeared as prosecutor. On his examination, he identified M'DONALD, pointed out to the Court the part of the ship he did his duty in, and swore positively that he was active in the mutiny. Before his Lordship withdrew, the prisoner asserted that he never was on board the Danae, and that he never before had seen Lord PROBY; but he could adduce no one circumstance that confirmed his assertions.

After Lord PROBY withdrew, Lieutenant Nevin, who was First Lieutenant of the *Danae*, and who met and seized the prisoner in the streets of London, confirmed Lord PROBY's evidence in every particular; and further swore, that the prisoner, when he got him into a public house, had told him that men of the names of JACKSON, WILLIAMS, and IGNATIUS FINNEY (the latter an Irish priest, and a little before he came on board the *Danae* an Officer in the rebel army), were the persons who proposed the mutiny, and induced the others to assist in carrying the ship and giving her up to the enemy.

When put upon his defence, the prisoner persisted in his innocence, but it was unsupported by any evidence. The Court pronounced against him the sentence of *Death*, which he received with very great unconcern; and during the whole trial, he conducted himself with indifference. His conduct, while Lord PROBY and his Officers were in prison, and himself at large, was insulting and cruel.

On Saturday June 20, this unhappy man was executed at nine o'clock on board the *Zealand*, guard-ship at the Nore, pursuant to his sentence, he behaved with the most hardened depravity to the last.

At the time Lieutenant M'NEVIN met with the prisoner in Wapping, he instantly seized him, and had him conveyed on board the tender off the Tower, from whence he was removed to the Nore for trial. It appeared that he had been for some time on board an American schooner which had lain for a fortnight alongside the tender. He had an American protection, and was disguised as an American, with ear-rings in his ears. While on board the *Danae* he acted as captain of the forecastle.

PLYMOUTH REPORT.

FROM MAY 26 TO JUNE 24.

May 27. Wind W. Fair. Went into dock to have her copper examined the Unicorn, of 32 guns, Captain Wilkinson. Also the Stork, of 18 guns, Captain Parker, to refit. Remain in dock the above ships, with the Donnegal, of 84 guns; Hercule, 74; Culloden, 74; the Namur, 98; and Audacious, 74, are hauled off into Hamoaze.

28. Wind W. Cloudy. Sailed the Atalante, of 18 guns, Captain Griffiths, to join the fleet. The Formidable, of 98 guns, Captain Grindall, was this day paid wages and prize-money.

29. Wind S. W. Rain. Arrived the Suwarrow armed schooner, Lieutenant Nicholson, from the Channel Fleet. The enemy's fleet in Brest were as follows on the 25th instant: in the inner road four three deckers, fourteen two deckers, two frigates, and one corvette. In the outer road, six three-deckers, eleven two-deckers, twelve frigates, and nine corvettes. Those in the outer road are apparently ready for sea, and as several transports are also in the harbour it is supposed some push out is about to be made if they can escape the vigilance of our fleets. The fleet in Brest is commanded by Admiral Villaret Joyeuse, who was defeated by the late Earl Howe on the glorious 1st of June 1794. The British strength off Brest is, thirteen three-deckers, three seventy-four's, and three frigates, under the Hon. Admiral Cornwallis. The inshore squadron, under Rear-Admiral Sir J. Saumarez, Knt. is six sail of the line and two frigates.

30. W. N. W. Rain. Lieutenant Nicholson, of the Suwarrow, went into Rochefort about fifteen days since, with an Officer of L'Impetueux, of 84 guns, Sir E. Pellew, Bart. and counted five sail of the line and three frigates ready for sea, among the latter was his Majesty's late frigate Ambuscade, of 32 guns. The French Admiral behaved very polite to the Officer bearing the flag of truce. Commodore Sir E. Pellew, with six sail of the line, was blocking the French squadron up in Rochefort. Sailed with bullocks and vegetables for the Channel Fleet, the Formidable, of 98 guns, Captain Grindall. Sailed also the Mars, of 74 guns, Rear-Admiral Thornborough, to relieve the Cæsar, of 84 guns, on the Black Rock station. Came in from a cruise La Renard, of 24 guns, Captain Spicer. Sailed for the fleet the Diamond, of 36 guns, Captain Griffiths. Orders came down to stop the gun-boats not sailed for Jersey till further orders.

31. Wind N. W. Cloudy. Came in the Ranger cutter, Captain Frazer, with a large seizure of spirits from a raft, and a smuggler with 200 ankers of spirits. Sailed the Megæra fireship with six victuallers full of vegetables and stores for the fleet. Came in the Monmouth, of 64 guns, Captain Hart, to take on board the 24th regiment of foot for Egypt.

June 1. Wind W. N. W. Fog. Sailed to join the Channel Fleet, the Stork, of 18 guns, with victuallers.

2. Wind W. S. W. Rain. Came in from the West Indies, after a fine passage of five weeks the Spencer, of 74 guns, Captain H. D. Darby. She parted in a fog with the Prince of Wales, of 84 guns, Rear-Adm. Sir R. Calder, and the rest of the men of war in a thick fog in the chops of the Channel, which hourly expected. Sailed for Spithead the Audacious, of 74 guns, Captain Edwards (Acting), to take in men. Came in the Cæsar, of 84 guns, Rear-Admiral Sir J. Saumarez, Knt. She was relieved on the 31st ult. by the Mars, of 74 guns, Rear-Admiral Thornborough. Sailed the Admiral Paisley, of 16 guns, Lieutenant W. Woolldridge, with dispatches for the Channel Fleet. Also the Leicester victualler and six other victuallers with fresh stock and vegetables for the fleet. The Cæsar looked into the outer road of Brest, and was saluted with a shower of shot and shells that were perfectly harmless. The combined

fleets were as described by the Suwarrow. From the best accounts that can be procured, it appears the French fleet is weakly manned, and the Spanish fleet very sickly.

3. Wind variable, with clouds. Sailed for Portsmouth the Audacious, of 74 guns, Captain Edwards (acting). So great was the activity of Captain Parker, the Officers, and crew of the Stork, of 18 guns, that she went into dock only the 25th ult. to refit, yet she was with the assistance of the artificers of the dock-yard got out of dock the 28th. Went down into the Sound the 31st ult. and sailed to join the Channel Fleet the 1st instant.

4. Wind S. W. Cloudy. Went into Cawsand Bay the Namur, of 98 guns, Hon. Captain De Courcy. She has 100 men from the Phœbe, of 36 guns, and Blanche, of 32 guns, to carry her round to Spithead to take in her middle-deck guns.

5. Wind W. S. W. Fair. This morning embarked for Egypt the 24th regiment of foot, Lieutenant-Colonel Forster, on board the Monmouth, of 64 guns, Captain Hart; to accommodate the troops the lower deck guns are in the hold.

6. Wind W. S. W. Fair. Sailed the Naiad, of 38 guns, Captain Ricketts, for the Channel Fleet, with bullocks and vegetables. Also for Egypt the Monmouth, of 64 guns, Captain Hart, with the 24th regiment on board.

7. Wind W. S. W. Fair. This morning the King's order in council was received by express by Mr. T. Lockyer, jun. (superintendant for the concerns of the detained Russian, Swedish, and Danish vessels detained under embargo), to release the Danish and Russian vessels in this port. This news diffused general joy throughout all the ships, and their respective national colours were hoisted with three hearty cheers and *God save the King*. Sailed the Valiant lugger, Lieutenant Maxwell, with the Highland Chief East Indiaman and the convoy, for the River Thames.

8. Wind variable. Sultry. Came in with dispatches from the Hon. Admiral Cornwallis off Brest, the Admiral Sir T. Paisley, of 16 guns, Lieutenant W. Woolldridge.

9. Wind variable. Very sultry. The heat was so great that the thermometer in the shade was as high as seventy-five. The Admiral Sir T. Paisley, of 16 guns, Lieutenant W. Woolldridge, which arrived yesterday with dispatches, chased several hours a large French lugger, of 16 guns, and a cutter, of 12 guns, which she lost in a heavy fog, and had on its clearing up the mortification of seeing the cutter far to leeward. Lieutenant Woolldridge's orders being peremptory and dispatches of consequence, he declined pursuing her, and made the best of his way for this port. The Admiral Sir Thomas Paisley sailed again this evening at six P. M. with dispatches for the fleet.

10. Wind N. W. Fair. The men of war in Cawsand Bay have been this fine weather paying their yards, bends, tops, &c. and new setting up their rigging. Remain in Cawsand Bay the Princess Royal, of 98 guns, Rear-Admiral Sir E. Gower; Cæsar, of 84, Rear-Admiral Sir J Saumarez, Bart Namur, of 98, Hon Captain De Courcy; Courageux, of 74, Captain Sotheby; Spencer, of 74, Captain H. D. Darby; Juste, of 84, ——— ; Pompee, of 84, Captain Stirling. Sailed the Nile, of 14 guns, Lieutenant Newton, on a cruise; and Megæra fireship, Captain Hill, to join the Channel Fleet.

11. Wind N. W. Fair. Came in from a long cruise off the coast of France, the Amelia, of 44 guns, Hon. Captain Herbert. Came in under jury-masts to repair the damages she sustained in a violent gale of wind in St. Aubyn's Bay (where the Havick, of 18 guns, Captain Bartholomew, was lost), the Pelican, of 18 guns, Captain Thicknesse. By her it is learnt all apprehension of an invasion at Jersey had subsided. Orders came down this day for the Cæsar, of 84 guns, Rear-Admiaal Sir James Saumarez, Bart. with four 74's, a frigate, and armed brig, to prepare for a secret service. Came in the Audacious, of 74 guns, Captain Peard, to join Rear-Admiral Sir James Saumarez's squadron in Cawsand Bay.

12. Wind N. W. Fair. Came in the Hannibal, of 74 guns, Captain Ferris, to join Rear-Admiral Sir James Saumarez, in Cawsand Bay, from Spithead.

13. Wind N N. W. Cold and fair. An express came down this day from the Admiralty and Secretary of State for Egypt, which was put on board the Louisa, of 14 guns, Lieutenant Trusscott, which sailed direct. Came in the Basilisk gun-brig, Lieutenant Gooch, from Concale Bay, and from the squadron of Captain Cunningham. She brought in a large ship cut out by the boats of that squadron in the most spirited style from under a heavy battery laden with cordage and flour. Came in the Cockchaffer lugger; and the Thames frigate, Captain Lukin, to join Sir James Saumarez's squadron. She came to off Cawsand Bay.

14. Wind W. N. W. Fair. Came in from the Rochefort squadron, which she left all well the 4th instant, the Robust, of 74 guns, Captain Ommanney. Came in a convoy from the eastward for this town and Dock. Sailed the Princess Royal, of 98 guns, Rear-Admiral Sir E. Gower, to join the Channel Fleet.

15. Wind N. N. W. Fair. Came in the Spitfire, of 24 guns, Captain Keen, from a cruise. Went into the Sound from Hamoaze, the Phœbe, of 36 guns, Captain Baker; and Unicorn, of 32 guns, Captain Wilkinson. Came in from Sea to refit, the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, Bart. Sailed this evening at six o'clock, the squadron under Rear Admiral Sir James Saumarez, Bart. with the following ships: Cæsar, of 84 guns, Rear-Admiral Sir James Saumarez, Bart. Captain Brenton; Pompee, of 84, Captain Stirling; Spencer, of 74, Captain H. D. Darby; Hannibal, of 74, Captain Ferris; Audacious. of 74, Captain Peard; Thames, of 32, Captain Lukin; Admiral Sir T. Paisley, of 16, Lieutenant Woolldridge, and Plymouth lugger. They are victualled and stored for five months. Their orders are not to be opened till the squadron arrives in a certain latitude. Previous to the sailing of the above squadron twenty tons of vegetables and 2000 weight of fresh beef were conveyed on board by the gun-boats.

16. Wind N. N. W. Cloudy. Came in the Ferret, of 14 guns, Captain Hosier (privateer), from the coast of Spain. By her is learnt, that the Resolution's boats of this port gallantly cut out from under the guns of a fort near Corunna, a brig with wheat, but it blowing a hard gale, she was cut adrift. The Resolution was left all well the 1st instant, off Cape Ortegal. Sailed the Unicorn, of 32 guns, with bullocks for the fleets. Came in the London Pacquet, of 10 guns, Lieutenant Fegen, with 100 new raised men for the fleet

17. Wind variable and fair. Came in the Temeraire chasse marie, with wines, prize to the Dasher, of 18 guns, Captain Tobin.

18 Wind W. S. W. Fair. Sailed the Courageux, of 74 guns, Captain Sotheby, to the eastward. Also the Phœbe, of 36 guns, Captain Baker; and Spitfire, of 24 guns, Captain Keen, on a cruise. They were both paid wages and prize-money. Came in from the Channel Fleet, the Admiral Mitchell, of 14 guns, Lieutenant Derby. Left them all well on Monday last off Brest. The combined fleets as usual. Preparatory orders came down this day to say the Swedish ships detained here under embargo, would be released in a few days by the King's Order in Council.

19. Wind S E. Fair. Letters from the Revolutionaire, of 44 guns, dated the 6th instant, off the Cove of Cork, state her being then under weigh with another frigate, and the outward-bound West India fleet. She was to convoy them as far as the Madeiras, and then cruise off the West Islands for six weeks. Sailed the Admiral Mitchell, with a convoy for the Downs.

20. Wind E. S. E. Fair A. M. P. M. thick fog and calm. Sailed La Juste, of 84 guns, Captain Sir E. Nagle, for the Downs. Put back the Admiral Mitchell, Lieutenant Derby, with her convoy. This day the order in council arrived to Mr. T. Lockyer, jun, superintendant of detained Swedish ships, with an order for their liberation, on which they all hoisted their colours. The number of neutrals under embargo at this port were, Danish twenty-seven, Russian one, Swedish twenty-seven; total sixty-five sail.

21. Wind E. S. E. Fair. Came in the London Pacquet, of 10 guns, Lieutenant Fegan, with 101 new raised men for the Resolue receiving ship in Hamoaze. Came in the Cockchaffer lugger from the squadron under Captain Cunningham, which were going to block up the harbour of Havre-de-Grace, where were several frigates and gun-boats.

22. Wind S. E. Small rain. This morning a melancholy event happened in this town, Mr. P. Furze, an eminent tradesman, under prosecution from the Admiralty for having King's naval stores in his possession, and being to set off for Exeter to take his trial at the next assizes, cut his throat in a fit of despondency so dreadfully as to expire in almost an instant. A jury sat on the body, and found from several symptoms of derangement previous to this rash action, a verdict of *lunacy*. It is hoped this rash action, which has separated an industrious tradesman for ever from his family, combined with the numerous convictions for the above offences, will operate as a serious caution on all ranks of people in deterring them from the plunder of naval stores, &c.

23. Wind S E. Cloudy. Sailed the Amelia, of 44 guns, Hon. Captain Herbert, with bullocks for the fleet; and the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, for the Channel Fleet. Sailed the Admiral Mitchell, of 14 guns, Lieutenant Derby, with a convoy for the downs. Arrived with dispatches for the Channel Fleet, H. M'Ilraith, Esq. Secretary to the Hon. Admiral Cornwallis, and sailed in the Amelia.

24. Wind S. E. Cloudy with rain. Put back the Admiral Mitchell, of 14 guns, Lieutenant Derby, being taken aback off the Bolt Tail. The Robust, of 74 guns, sails this day or to-morrow to join the Channel Fleet. Remain in Cawsand Bay the Namur, of 98 guns, Hon Captain De Courcy; Robust, of 74 guns, Captain R. Jervis. In the Sound not a single man of war, except the Admiral Mitchell, of 14 guns, Lieutenant Derby.

PORTSMOUTH REPORT,

FROM MAY 25 TO JUNE 27.

May 25. Arrived the Endymion, of 44 guns, Captain Durham, with a convoy for Lisbon; Anson, of 44 guns, Captain Cracraft, and the Lapwing, of 28 guns, Captain Rotheram, with a convoy from Oporto. Also the Buffalo, storeship, from Botany Bay, last from the Cape of Good Hope, with Governor Hunter on board. Sailed the Active, of 38 guns, Captain Davers, and the Leda, of 36 guns, Captain Hope, with 300 of the Guards, and 120,000*l.* in dollars on board, for Egypt; the Ambuscade, of 36 guns, Hon. Captain Colville, sailed also, for Cork, to take the trade from thence to Jamaica; the Netley schooner, Lieutenant Mein, with a convoy for Oporto; the Hannibal, of 74 guns, Captain Ferris, and the Hydra, of 38 guns, Hon. Captain Paget, to St. Helens.

27. Arrived the Beaver from a cruise. Sailed the Glenmore, of 36 guns, Captain Talbot, for Cork; and the Lapwing, of 28 guns, Captain Rotheram, for the Downs.

29 Arrived the Thames, of 32 guns, Captain Lukin, with dispatches from Rear-Admiral Sir Robert Calder, whom he left in the Prince of Wales, with the Pompée, Juste, Courageux, Spencer and Thunderer, to the northward of St. Domingo, on their passage home. The Cumberland, one of Sir Robert's squadron, was left in the West Indies, instead of the Thunderer, being so leaky, as to require her being sent home.

30. Sailed the Agincourt, of 64 guns, Captain Ryves, and the Madras, of 54 guns, Captain Hare, with the 25th and 26th regiments on board, for Egypt. Also the Hazard, of 16 guns, Captain Butterfield, for Cork; Racoon, of 16 guns, Captain Rathbone, on a cruise; and the Wolverene, of 16 guns, Captain Wight, on a cruise off Havre.

June 1. Sailed the Endymion, of 44 guns, Capt. Durham, with sealed orders.

2. Arrived the Earl St Vincent cutter, Lieutenant Lackey, from Jamaica; Eugenie, of 18 guns, Capt. Somerville, with Spanish prisoners, from the Downs; and the Investigator, of 18 guns, Captain Flinders, bound on a voyage of discovery, from the Downs.

4 Arrived the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, Captain Prowse, from the West Indies, last from the Channel Fleet; and the Audacious, of 74 guns, Captain Edwards, acting, from Plymouth. Sailed the Gorgon store ship, Captain Ross; and the Good Design armed ship, Captain Elliot, for Cork, to take troops on board for Egypt.

6 Sailed the Hannibal, of 74 guns, Captain Ferris, to join the Channel Fleet; and the Beaver, of 18 guns, Captain Jones, for Weymouth.

8. Sailed the Audacious, of 74 guns, to join the Channel Fleet.

10. Arrived the Fortunée, of 44 guns, Captain Lord A. Beauclerc, from a cruise; and the Garland, of 28 guns, Captain Honeyman, with a convoy from the Downs. Also the Thames, of 32 guns, Captain A. F. Holles, on a cruise.

12. Arrived the Argo, of 44 guns, Captain Bowen, from the Downs.

13. Sailed the Prince of Wales, of 98 guns, Rear-Admiral Sir Robert Calder, Captain Prowse, to join the Channel Fleet.

LAUNCHING OF THE DREADNOUGHT.

At about twelve o'clock this fine ship, which has been thirteen years upon the stocks, was launched from the Dock-yard with all the naval splendour that could possibly be given to aid the grandeur and interest of the spectacle. She was decorated with an Ensign. Jack, Union, and the Imperial Standard, and had the marine band playing the distinguished martial pieces of "*God save the King*, *Rule Britannia*," &c. &c. A prodigious concourse of persons, to the amount, as is supposed, of at least 10,000, assembled, and were highly delighted by the magnificence of the ship and the beautiful manner in which she entered the watery element. But what afforded great satisfaction was, that, in the passage of this immense fabric from the stocks, not a single accident happened. She was christened by Commissioner Sir Charles Saxton, who, as usual, broke a bottle of wine over her stem. Her complement of guns is to be 98, and has the following significant emblem at her head, *viz.* a lion couchant on a scroll, containing the Imperial arms as emblazoned on the Standard. This is remarkably well timed and adapted to her as being the first man of war launched since the Union of the British Isles; it most expressively indicates that all they possess worthy of protection is to be guarded by that courage which has ever been the bulwark of our laws, religion, commerce, and navigation.

After the launch, Sir Charles Saxton gave a most sumptuous cold collation to a number of nobility and Officers of distinction in the Navy and Army.

So great and active were the exertions of the officers and artificers of the dock-yard, that by half past one, she was brought into dock for coppering, &c. where great numbers went on board to view her internal construction, which is said to equal, if not surpass, that of any ship of the same size. She is remarkably spacious in all her apartments, and appears to be formed of such sound materials and with such solid workmanship as promise the most lasting and essential services.

On the following day (Sunday), she was completely coppered in six hours. On Monday morning she went out of dock. There was perhaps never known an instance of more strenuous and effective exertions on any such occasion, as were, in this instance, made by Mr. Peake, the builder, and the artificers employed under him for the purpose of getting her ready and out of dock for rigging and fitting.

15. Sailed the Terpsichore, of 32 guns, Captain Mackellar, for the East Indies, with several ships under convoy for the Cape of Good Hope, and 750,000l. on board, for Madras, the property of the Honourable East India Company; also, the Hydra, of 38 guns, Hon. Captain Paget; and Argo, of 44

guns, Captain Bowen, on a cruise off Havre; and the Shark, of 16 guns, Captain Carthew, for Falmouth, to collect the outward-bound West India convoy.

16. Sailed the Anson, of 44 guns, Captain Cracraft, with the Portuguese Ambassador and 300,000l. the subsidy for Portugal, on board, for Lisbon; and the Flora, armed *en flute*, Captain Kendall, to lie as a guard-ship at the Needles.

17. Arrived the Rowcliffe, of 16 guns, Lieutenant Donovan, from Jersey.

18. Arrived the Argo, of 44 guns, Captain Bowen; Trent, of 36 guns, Captain Sir Edward Hamilton; and the Wolverene, of 16 guns, Captain Wight, from a cruise off Havre.

20. Sailed the Hazard, of 16 guns, for Cork.

23. Arrived the Fly cutter, with dispatches from Marcou.

24. Sailed the Trent, of 36 guns, Captain Sir Edward Hamilton, and the Camperdown cutter, Lieutenant Smith, on a cruise off Cherbourg.

25. Arrived the Hydra, of 38 guns, the Hon. Captain Paget, from a cruise off Havre.

27. Sailed the Argo, of 44 guns, Captain Bowen; Carysfort, of 28 guns, Captain Drummond; and the Wolverene, of 16 guns, Captain Wight, for Cowes to take troops on board.

Promotions and Appointments.

WHITEHALL, JUNE 6.

The King has been pleased to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland, unto Sir James Saumarez, of the island of Guernsey, Knt. Rear-Admiral of the Blue Squadron of his Majesty's Fleet, and the respective heirs male of his body lawfully begotten.

Also to Alexander John Ball, Esq. Captain in the Royal Navy, a Commander of the Sicilian order of St. Ferdinand and of Merit, and the respective heirs male of his body lawfully begotten.

The King has been pleased to nominate and appoint John Thomas Duckworth, Esq. Rear-Admiral of the Red, to be one of the Knights Companions of the most Honourable Order of the Bath.

Vice Admiral Charles Morice Pole, Vice of the Blue Squadron, is appointed to the command of the Baltic fleet, in the room of Lord Viscount Nelson, who resigns in consequence of impaired health.

Captain Nicholls is appointed Vice-Admiral Pole's Captain.

Vice-Admiral Lord Radstock is appointed to succeed Admiral Rainier in the command in the East Indies.

Captain John Bligh is appointed to the Theseus, of 74 guns, which ship is expected to receive the flag of Vice-Admiral Lord Radstock.

Captain Sir E. Nagle, is appointed to the Juste.

Captain A. F. Holles to the Thames.

Captain A. Bertie, to the Malta, of 80 guns.

Captain De Courcy to the command of the Namur, of 98 guns.

Captain Barlow, late of the Phœbe frigate, who was introduced to his Majesty, at Buckingham-house, by Earl St. Vincent, and received the honour of knighthood, is appointed to the Ramilies, of 74 guns, now in the North Seas. Sir Robert has leave of absence till she returns.

Captain Vashon is appointed to the Dreadnought, of 98 guns, lately launched at Portsmouth.

Captain Plater is appointed to the Imogen sloop at Plymouth.

Captain Broughton to the Batavier, Dutch ship, in his Majesty's service.

Captain John Shortland to the Pandour sloop.

Captain Barker, to the Phœbe.

Captain Lukin is appointed to the Doris, of 36 guns.

Captain Irwin is appointed to the Osprey.

Captain Kindall to the Flora.

Woodley Losack, Esq. of the Jason, is appointed First Lieutenant of the Ville de Paris, with his friend Admiral Cornwallis.

Captain Frazer is appointed to the Narcissus, of 36 guns, a fine new frigate.

Captain T. Peyton is appointed to the De Ruyter, of 68 guns.

Captain Essington is appointed to the Goliath, of 74 guns, new commissioned at Portsmouth.

PROMOTIONS AND APPOINTMENTS IN THE WEST INDIES.

Captain Loring, of the Lark, is made Post.

Lieutenants Keating and New, of the Sans Pariel, are promoted to the rank of Commanders; the former is appointed to the Lark, and the latter to the Abergavenny.

Captain Bayntum, of the Thunderer, is appointed to the Cumberland.

Captain Grant, of the Tisiphone, to the Quebec; and

Captain Vansittart, of the Abergavenny, to the Thunderer.

John Brouncker, Esq. has been appointed, by Vice-Admiral Rainier, his Majesty's Naval Officer at Madras, in the room of Henry Sewell, Esq. deceased.

Mr. Williams, Purser of the Sardine, is appointed to the Carysfort, and Mr. Jache succeeds to the Sardine.

J. Stephenson, Esq one of the Surgeons of Haslar, is appointed, by the Lords of the Admiralty, Surgeon to the hospital at Torbay.

MARRIAGES.

On Wednesday, the 17th, at St. Martin's in the Fields, Captain Joseph L. Popham, of the Royal Navy, to Miss Wallis, of Trevarno, near Helston, in Cornwall

The 24th, at St. Bartholomew's church, Captain Joseph Bullen, of the Royal Navy, to Miss Scafe, daughter of William Scafe, Esq. Barrister at Law.

The 24th, at Bromley, in Kent, by the Rev. Dr. Smith, William Lukin, Esq. Captain of his Majesty's frigate Doris, to Miss Thellusson, second daughter of the late Peter Thellusson, Esq. of Brodsworth, Yorkshire, and Plaistow House, Kent.

OBITUARY.

On the 15th instant, at Duddingstone, in West Lothian, the Hon. Captain Patrick Napier, of the Royal Navy.

Lately, at his Chambers, in the Inner Temple, William Graves, Esq. aged 77, one of the oldest Benchers of the Middle Temple, a Master in Chancery, and elder brother to Admiral Lord Graves.

On his passage from Goree to St. Jago, on the 4th of March last, Captain Watts, of his Majesty's ship Osprey, after an illness of five months, aged 45 years, thirty-two of which he spent in the Navy. He was one of Captain Cook's Officers in his last voyage, and was tatoo'd, all over his body, by some of the natives of the islands he visited in the course of the voyage.

At Amboyna, Lieutenant Lufkin, of his Majesty's ship Virginie.

The 14th instant, at Eamshill, Somersetshire, Captain Henry Coombe, of the Royal Navy.

Lately, at Yarmouth, Captain Little, Commander of the Ranger sloop of war. He was buried in St. Nicholas's church, with all the military honours due to his rank.

On the 14th instant, *suddenly*, at his house, at Sidmouth, Captain Whetter, of the Royal Navy.

MR. EDITOR,

In January last, I sent you lists of his Majesty's ships and vessels on the different stations for the close of Vol. IV. and which you inserted in your Chronicle, No. XXVI.; I now send you the like lists up to June 15, 1801, for the close of Vol. V. and shall continue it every half year, as it will at each period record and shew the strength of the naval force (on which is England's dependence and security), *on the principal stations both at home and abroad.*

I am, Mr. Editor,

To the Editor of the Naval Chronicle. *Your constant Reader,*

June 15, 1801. *I. R.*

STATE OF
THE BRITISH NAVY.

LIST OF ADMIRALS IN COMMISSION,
WITH THE SHIPS THEIR FLAGS ARE ON BOARD OF, AND THEIR STATIONS.

Those marked thus * are Commanders in Chief.

Names.	Ships their Flags are on board of.	Guns.	Where stationed.
Admirals.			
Mark Milbanke, Esq. *	Royal William (guardship)	80	Portsmouth
Earl St. Vincent, K. B.			First Lord of the Adm.
Hon. Wm. Cornwallis *	Ville de Paris	110	Channel
Lord Gardner *			Cork
Sir Tho. Pasley, Bart. *	Cambridge (guardship)	80	Plymouth
Sir John Colpoys, K B.*			Greenwich Hospital
Skeff. Lutwidge, Esq. *	Overyssel (guardship)	64	Downs
Arch. Dickson, Esq. *	Blenheim	74	North Sea
Lord Keith, K B. *	Foudroyant	80	Mediterranean
Vice-Admirals.			
Rt. H. Lord Radstock	Theseus	74	For East Indies
Sir Roger Curtis, Bart.*	Jupiter	50	Cape of Good Hope
Sir Henry Harvey, K. B.	Royal Sovereign	100	Channel
Sir W. Parker, Bart. *			Halifax
Alex. Græme, Esq. *	Zealand (guardship)	64	Nore
James Gambier, Esq.	Neptune	98	Channel
Sir And Mitchell, K. B.	Windsor Castle,	98	Channel
Peter Rainer, Esq. *	Suffolk	74	East Indies
Lord H. Seymour *	Sans Pareil	80	Jamaica
C. Morice Pole, Esq. *	St. George	98	Baltic
Rear-Admirals.			
John W. Payne, Esq.	Treasurer of Greenwich Hosp.		
Sir Cha. Cotton, Bart.	Prince George	98	Channel
Sir Eras. Gower, Knt.	Princess Royal	98	Channel
John Blankett, Esq.	Leopard	50	East Indies
John Holloway, Esq.			Portsmouh
C. Collingwood, Esq.	Barfleur	98	Channel
J. H. Whitshed, Esq.	Temeraire	98	Channel
J. T. Duckworth, Esq. * and K. B.	Leviathan	74	Leeward Islands
Sir Robert Calder, Bart.	Prince of Wales	98	Channel
James R. Dacres, Esq.	La Resolue	44	Plymouth
B. Samuel Rowley, Esq.	Irresistible	74	
Sir R. Bickerton, Bart.	Swiftsure	74	Mediterranean
Sir John B. Warren, Bart. and K. B.	Renown	74	Mediterranean
Sir Tho. Graves, K. B.	London	98	Baltic
E. Thornborough, Esq.	Mars	74	Channel
Thomas Totty, Esq.	Zealous	74	Baltic
Sir . Saumarez, Bart.	Cæsar	80	Channel

RECAPITULATION.

Stations.	Admirals.	Vice-Ad.	Rear-Ad.	Total in commis-
Channel	1	3	7	11
Baltic		1	2	3
North Seas	1			1
Mediterranean	1		2	3
West Indies and Leeward Islands		1	1	2
Halifax		1		1
East Indies		2	1	3
Cape of Good Hope		1		1
Cork	1			1
Portsmouth	1		1	2
Plymouth	1		1	2
Downs	1			1
Nore		1		1
Admiralty	1			1
Greenwich Hospital	1		1	2
Not fixed			1	1
Total in commission	9	10	17	36

A LIST of his MAJESTY'S SHIPS and VESSELS on the LISBON, GIBRALTAR, and MEDITERRANEAN STATIONS.

Those marked thus * are armed *en flute.*

Those marked thus † are on their passage.

Names	Guns	Commanders
Foudroyant	80	V. Ad. Ld. Keith, K. B Capt. T. Stephenson
Gibraltar	80	Capt. W. H. Kelly
Ajax	80	Hon. A. Cockrane
Le Tigre	80	Sir W. S. Smith, Knt.
Alexander	74	Capt. Manley Dixon
Dragon	74	J. Aylmer
Genereux	74	V. C. Berkley
Hector	74	J. Elphinstone
Kent	74	W. Hope
Minotaur	74	T. Louis
Montague	74	Sir E. Nagle, Knt.
Northumberland	74	G. Martin
Renown *	74	R. Ad. Sir J. B. Warren Capt. J. C. White
Swiftsure	74	R.A. Sir R. Bickerton Capt. B. Hallowell
Haerlem	68	G. Burlton
Agincourt †	64	G. F Ryves
L'Ateniene	64	Sir T. Livingstone, Bart.
Dictator *	64	J. Hardy
Delft *	64	R Redmill.
Diadem *	64	J. Larmour
Inflexible * †	64	B. W. Page
Monmouth †	64	Geo. Hart
Stately	64	G. Scott
Wassenaar *	64	F. L. Maitland
Brakel	54	G. Clarke
Madras †	54	Capt. C. Hare
Europa *	50	J. Stevenson
Trusty *	50	A. Wilson
L'Africaine	44	
Charon *	44	R. Bridges
Chichester *	44	J. Steven
Dover (armed tr)	44	Lieut. H. Kent
Dolphin *	44	Capt. J. Dalrymple
Diane	44	
Experiment *	44	J. G. Saville
Expedition *	44	T. Wilson
La Minerve	44	G. Cockburn
La Pomone †	44	E. L. Gower
Regulus *	44	T. Pressland
Roebuck *	44	J. Buchanan
La Renommee *	44	P. M'Kellar
Woolwich (st. ship)	44	G. Jardine
Santa Dorothea	42	H. Downman
Santa Teresa	42	R. Campbell
La Pique	40	J. Young
St. Fiorenzo	40	C. W. Paterson
Active †	38	C. S. Davers
Hebe *	38	G. Reynolds
La Modeste *	38	M. Hinton
Pallas *	38	J. Edmonds
Phaeton	38	J. N. Morris
Thetis *	38	H. E. R. Baker
Seahorse	38	E. J. Foote
Santa Margaritta	38	G. Parker
Concorde †	36	R. Barton
Caroline	36	W. Bowen
El Carmen	36	W. Selby
Florentia	36	J. Broughton

Names	Guns	Commanders
Inconstant *	36	Capt. J. Ayscough
Leda +	36	G. Hope
Phœnix	36	L. W. Halsted
Penelope	36	H. Blackwood
Romulus *	36	J. Culverhouse
Astrea *	32	P. Riboleau
L'Aurore(pr.sh.)	32	P. Beaver
Blonde *	32	J. Burn
Courageux(re.sh)	32	—
Ceres *	32	C. Jones
Druid *	32	C. Apthorpe
Eurus *	32	D. O'Guion
Greyhound	32	C. Ogle
Heroine *	32	J. Hill
Iphigenia *	32	H. Stackpool
Magicienne	32	W. Ogilvy
Mermaid	32	R. D. Oliver
Niger *	32	J. Hillyar
Pearl	32	J. S. Ballard
Winchelsea *	32	J. Hatley
La Tourterelle *	30	J. Fergussone
Alligator *	28	G. Bowen
Cyclops *	28	J. Fyffe
Dido *	28	D. Colby
Mercury	28	T. Rogers
Pegasus *	28	J. Pengelly
Resource *	28	J. Crispo
Thisbe *	28	J. Morrison
Vestal *	28	V. Collard
Champion	24	Lord W. Stuart
La Constance	24	Z. Mudge
La Determinee	24	J. C. Searle
La Bonne Citoyenne	20	R. Jackson
Cameleon	18	
Cynthia	18	J. Dick
Corso	18	W. Ricketts
Kangaroo +	18	G. P. Pulling
Port Mahon	18	W. Buchanan
Termagant	18	W. Skipsey
El Vincelo	18	Capt. G. Long
Cruelle (cutter)	16	C. Inglis
Fury (bomb)	16	R. Curry
La Mondovi	16	J. Stewart
Minorca	16	G. Miller
Netley +	16	Lieut. James Mein
Peterell	16	
La Salamine	16	Capt. T. Briggs
Telegraph (hired brig)	16	Lieut. C. Corsellis
La Mutine	14	Capt. W. Hoste
Pigmy (cutter)	14	Lieut. W. Shepheard
Speedy	14	Capt. Lord Cockrane
Transfer	14	E. O'Brien
La Victorieuse	14	J. Richards
Sir Sid. Smith + (hired sch.)	14	Lieut. C. Patey
Telemachus (hired cutter)	14	— Spencer
Tartarus (bomb)	10	Capt. T. Hand
La Fulmiante (cutter)	8	Lieut.
Strombolo(bomb)	8	Capt. A. Thompson
Hexham (b. ten.)	8	J. Bailey
Torride (f. v.)	7	—
Dangereuse (g. v.)	6	—
La Legere(g. ves.)	6	—
Severn (b. ten.)	6	A. Young
La Certain		—
L'Entrepenante (cutter)		—
Janissary (g. v.)		
Lutine (pris. ship)		J M. Northey
Malta (schooner)		—
Self (brig)		—
Urchin (g. vessel)		—
Victoire (ten.)		—
LadyNelson(cut.)		—
New Adventure (tr.)		Lieut. J. Boyd, acting
Negresse (gun ves.)		

RECAPITULATION.

Of the Line - - - - -	20
Of ditto, armed *en flute* - - -	5
Fifties armed *en flute* - - -	2
Prison ships - - - -	2
Frigates - - - - -	59
Sloops, &c. &c. - - - -	43
Total	131

WEST INDIES, and LEEWARD ISLAND STATION.

Those marked thus + are on their passage.

Names	Guns	Commanders
Sans Pareil	80	V.A. Ld. H. Seymour Capt. C. V. Penrose
Carnatic	74	—
Cumberland	74	—
Leviathan	74	R.A. J. T. Duckworth Capt. E. D. King
Admiral Devries (prison ship)	68	—
America (pri. ship)	64	—
St. Albans	64	Capt. J. O. Hardy
York	64	J. Ferrier
Abergavenny (guard ship)	54	H. Vansittart
Tromp (armed en flute)	54	—
Vengeance	50	—
Magnanime	44	W. Taylor
Severn	44	G. Barker
La Seine	42	D. Milne

Names	Guns	Commanders
Acasta	40	Capt. E. Fellowes
Diana	38	J. P. Beresford
Tamer	38	T. Western
La Topaze	38	S G. Church
L'Unite	38	T. Harvey
Apollo	36	P. Hackett
Ambuscade +	36	Hon. J. Colvill
Crescent	36	W. G. Lobb
La Decade	36	W. G. Rutherford
Emerald +	36	J. O'Bryen
Melampus	36	G. Moore
La Nereide	36	———
Amphion	32	R. H. A. Bennett
L'Aimable	32	H. Raper
Andromeda	32	J. Bradby
Boston	32	J. E. Douglas
Castor +	32	B. Hale
Cerberus +	32	J. M'Namara
Juno	32	G. Dundas
Lowestoffe	32	R. Plampion
Meleager	32	Hon. T. B. Capel
Proselyte	32	G. Fowke
Quebec	32	R. Mends
Retribution	32	S. P. Forster
Southampton	32	J. Harvey
Syren	32	T. Le M. Gosselin
Venus (armed en flute)	32	———
Amphitrite	28	J. M. Garnier, act.
Bourdelais	28	T. Manby
Circe	28	T. Woolley
Terpsichore +	28	J. Mackellar
Calcutta (ar. transport)	24	J. Anderson
Coromandel, (ditto)	24	J. Mortimer
Camel (st.s.) +	24	M. Buckle
Heureux +	24	L. O. Bland
La Legere	24	C. Quinton
Porcupine +	24	A. F. Evans
La Volage	24	F. Vesey
Arab	22	J. Perkins
Le Babet	20	J. Mainwaring
Daphne	20	R. Matson
Gaiete	20	R. Peacocke
Tisiphone	20	John Davie
Bonetta	18	J. Maughan
Busy	18	Capt. Lord Faulkland
Cayenne	18	———
Plover +	18	Ed. Galwey
Republicain	18	———
Swallow	18	John Hayes
Surinam	18	C. Cole
Albicore	16	W. Chilcott
Cyane	16	H. Matson
Calypso	16	Jos. Baker
Camphaan	16	R. Thwaits
Hawke	16	Lieut. G. W. Blamey
Hornet	16	Capt. J. Nash
Lark	16	J. W. Loring
Merlin	16	J. Child
Rattlar	16	J. M. Spread
Shark +	16	J. Carthew
Serpent +	16	T. Roberts
L'Athenione	14	———
Echo	14	J. Serrell
Asp (g. v. +)	12	Lieut. Ferrieres
Mosquito (sc.)	12	J. Bennet
Staunch (gun vessel)	12	C. P. Henville
Steady (g.v.)	12	C. Covell
Tickler (gun ves.)	12	Williams
Frederick (arm. sh.)	10	W. Edwards
Gipsy (ten.)	10	Capt. C. Boger
La Resolue	10	———
Wilmington (sch.)	10	Lieut. R. Paul
Alexander (t.)	6	———
Garland (ten.)	6	———
L'Eclair (g.v.)	3	———
Active (ten.)		J. Fulton
Alexandria (ten.)		———
Campbell (sc.)		———
Drake (brig)		Capt. G. Younghusband
Dauphin Royal (sch.)		———
Enterprise (sc.)		———
L'Eclair (sc.)		———
Guâchapin (br.)		Lieut. S. Butcher
Empress Mary (ar. st.-ship)		J. Leard
Pedro (sch.)		———

RECAPITULATION.

Of the Line	6
Of ditto, armed *en flute*	1
Guard ships	1
Prison ships	2
Fifties	1
Frigates	45
Sloops, &c.	43
Total	99

CHANNEL STATION.

Names	Guns	Commanders
San Josef	112	Capt. W. Wolseley
Ville de Paris	110	Admiral Hon. W. Cornwallis 1st Capt. J. Sutton 2d T. R. Ricketts
Royal George	100	Capt. J. C. Purvis
Ro. Sovereign	100	Vi. Ad. Sir Henry Harvey K. B. Capt. R. Raggett
Atlas	98	T. Jones
Barfleur	98	R. Ad. C. Collingwood Capt. J. Irwin

Names	Guns	Commanders
Formidable	98	Capt. Rd. Grindall
Neptune	98	Vice-Adm. James Gambier Capt. E. Brace
Glory	98	J. Draper (act.)
Namur	98	Hon. M. De Courcy
Prince of Wales	98	R. Ad. Sir R. Calder, Bart. Capt. Wm. Prowse
Prince	98	Earl of Northesk
Prince George	98	R. A. Sir C. Cotton Capt. J. T. Rodd
Princess Royal	98	R. Ad. Sir Erasmus Gower, Knt. Capt. D. Atkins
Temeraire	98	R. A. J. H. Whitshed Capt. E. Marsh
Windsor Castle	98	Vi. Ad. Sir And. Mitchell, K. B. Capt. J. Oughton
Cæsar	80	R. Ad. Sir Ja. Saumarez, Bart. Capt. J. Brenton
Le Juste	80	———
La Pompee	80	Ch. Stirling
L'Impetueux	78	Sir E. Pellew, Bt.
Achilles	74	Ed. Buller
Audacious	74	Sir R. Barlow, Kt.
Belleisle	74	C. Boyles
Courageux	74	———
Captain	74	Sir R. J. Strachan
Canada	74	J. S. Yorke
Centaur	74	———
Excellent	74	Hon. R. Stopford
Hannibal	74	Solomon Ferris
Mars	74	R. Ad E. Thornborough Capt. R. Lloyd
Magnificent	74	J. Giffard
Majestic	74	D. Gould
Orion	74	R. C. Reynolds
Resolution	74	Hon. A. H. Gardner
Robust	74	W. H. Ricketts
Spencer	74	H. D. Darby
Terrible	74	F. Fayerman
Triumph	74	E. Harvey
La Loire	46	J. Newman
Amelia	44	Hon. C. Herbert
Anson	44	W. E. Cracraft
Beaulieu	44	S. Poyntz

Names	Guns		Commanders
Fisgard	44	Capt.	T. B. Martin
Fortunee	44		Lord Beauclerk
Indefatigable	44		M. H. Scott
Amethyst	38		J. Cooke (1)
Boadicea	38		C. Rowley
Clyde	38		C. Cunningham
Diamond	38		E. Griffith
Hussar	38		W. Brown
Naiad	38		P. Wilkinson
L'Uranie	38		W. H. Gage
Blanche	36		G. E. Hamond
Doris	36		J. Halliday
L'Immortalité	36		H. Hotham
Maidstone	36		R. Donelly
La Nymphe	36		S. Douglas
L'Oiseau	36		Lord Fitzroy
Jason	36		V. V. Ballard
Sirius	36		R. King
Trent,	36		Sir E. Hamilton
Triton	32		R. L. Fitzgerald
Thames	32		W. Lukin
Unicorn	32		C. Wemyss
Brilliant	28		Ho. P. Wodehouse
Garland	28		S. Kempthorne
Heldin	28		John Phillips
Nimrod	20		J. B. Edwards
La Renard	20		J. A. Worth
Beaver	18		C. B. Jones
Milbrook (sc.)	18	Lieut.	M. N. Starck
Raven	18	Capt.	J. Sanders
Seagull	18		J. Wainwright
Stork	18		W. Parker
Sylph	18		C. Dashwood
Atalante	16		A. J. Griffiths
Dasher	16		J. Tobin
Spitfire	16		R. Keen
Spider (sch.)	16	Lieut.	R. Harrison
Scorpion	16	Capt.	———
La Suffisante	16		J. Wittman
Sir T. Paisley	16	Lieut.	W. Wooldridge
La Venturer	16		D. Burdwood
Weazle	16	Capt.	W. Durban
Wolverene	16		J. Wright
Childers	14		J. C. Crawford
Conquest (g. v.)	14	Lieut.	W. Green
Insolent (g. v.)	14		W. Bevidas
Liberty	14		H. Cook
Assault (g. v.)	12		G. A. Orton
Borer (g. v.)	12		— Prickett
Viper (cutter)	12		J. Coghlan
Expedition (c.)	10		— Boyer
Ant (sch.)	8		W. Hird

RECAPITULATION.

Of the Line (all of which compose the Channel Fleet) - - - - -	38
Frigates - - - - - -	29
Sloops, brigs, &c. - - - -	27
Hired ships, brigs, cutters, &c. from 6 to 24 guns - - - - -	21
	115

BALTIC FLEET.

Names	Guns	Commanders
London	98	R. Ad. Sir Thomas Graves, K. B. Capt. R. W. Otway
St. George	98	Vice-Adm. C. M. Pole Capt. H. Nicholls

Names	Guns	Commanders.
Defence	74	Capt. Lord H. Paulet
Defiance	74	R. Retalick
Edgar	74	G. Murray
Elephant	74	T. Foley
Ganges	74	J. Brisbane(act.)
Powerful	74	Sir F. Laforey, Bt.
Polyphemus	74	John Lawford
Ramilies	74	J. W. T. Dixon (acting)
Russell	74	W. Cuming
Saturn	74	R. Lambert
Vanguard	74	Sir T. Williams
Vengeance	74	G. Duff.
Warrior	74	C. Tyler
Zealous	74	Rear-Adm. Thomas Totty Capt. S. H. Linzee
Agamemnon	64	R. D. Fancourt
Ardent	64	G. M'Kinley
Asia	64	J. Dawson
Raisonable	64	J. Dilkes
Ruby	64	Sir E. Berry, Kt.
Veteran	64	A. C. Dickson
Alkmaar hos. ship	56	R. Poulden
Glatton	54	W. Birchall
La Desirèe	44	H. Inman
Amazon	38	S. Sutton
Latona	38	F. Sotherton
Alcmene	32	J. F. Devonshire (acting)
Æolus	32	J. W. Spranger
Shannon	32	C. D. Pater
Dart	30	Lieut. W. Holman, act.
Jamaica	26	Capt. Jonas Rose
Hyæna	24	Capt. W. Granger
Kite	18	S. T. Digby
Pylades	18	J. Boorder
Adder, gun v.	16	Lieut. G. Wood
Discovery, bo.	16	Capt. J. Conn
Lynx	16	A. Skeene
Zebra, bomb	16	E. S. Clay
Plumper, g. v.	16	Lieut. H. W. Barrette
Eling	14	W. Archbold
Otter, fire sh.	14	J. Maples, acting
Teaser, g. v.	14	T. L. Robins
Zephyr, fire s.	14	Capt. C. Upton
Attack, g. v.	12	Lieut. J. James
Biter, gun v.	12	G. Norman
Boxer gun v.	12	— Mitchell
Bruiser, g. v.	12	L. D. Bruce
Bouncer, g. v.	12	W, R. Bamber
Cracker, g. v.	12	T. O'Brien
Eclipse, g. v.	12	R. Dobbin
Force, g. v.	12	J. Tokely
Griper, g. v.	12	H. F. Jauncey
Hasty, g. v.	12	W. Charlton
Pincher, g. b.	12	J. Black (1)
Ready, g. b.	12	T. S. Dyer
Safeguard, g. b.	12	D. Shiels
Sparkler, g. v.	12	J. Stevens
Tigress, g. v.	12	———
La Vesuve, g. v.	12	B. Crispin
Wrangler, g. b.	12	J. L. Wydown
Hecla, bomb	10	Capt. R. Hatherill
Sulphur, b.	10	H. Whitter
Explosion, b.	8	J. H. Martin
Terror, bomb	8	S. C. Rowley
Volcano, bomb	8	———

RECAPITULATION.

Of the Line - - - - - -	23
Hospital ship - - - - -	1
Frigates - - - - - -	9
Sloops, bombs, gun brigs, &c. - -	33
Hired cutters, luggers, &c. from 6 to 14 guns - - - - -	5
Total	71

NORTH SEA AND DOWNS.

Names	Guns	Commanders
Blenheim	74	V. Ad. A. Dickson Capt. T. P. Bover, acting
Brunswick	74	G. H. Stephens
Pr. of Orange	74	C. Cobb
Leyden	68	W. Bedford
Overyssel, guard ship	64	Adm. S. Lutwidge Capt. J. Bazely
Standard	64	C. Stuart
Texel	64	R. Incledon
Assistance	50	R. Lee
Solebay	32	T. Dundas
Nemesis	28	E W. C. R. Owen
Waarzamheid	26	R. Hall
Squirrel	24	J. Hamstead
Albion	22	J. Hills
Ann	22	G. A. Delanoe
Xermes	22	C. Watson
Selby	22	R. Williams
Ariadne	20	P. Campbell
Cruiser	18	Capt. J. Hancock
Eugenie	18	P. Somerville
Jalouse	18	Hon. F. P. Irby
Raccoon	18	W. Rathborne
Bittern	18	E. Kittoe
Driver	16	J. Dunbar
L'Espiegle	16	J. Slade
Favourite	16	J. Westbeach
Gannett	16	Isaac Cotgrave
Inspector	16	R. H. Bromley
Ranger	16	———
Savage	16	W. H. Webley
Swinger, g. v.	16	Lieut. D. M'Dougall
L'Anacreon	14	J. Guyon
Archer, g. v.	14	J. Sherriff
Ferretter, g. v.	14	— Mends
Locust, g. v.	14	———
Mariner, g. v.	14	— William
Nimble, cutter	14	J. Lloyd
Alonzo	14	Capt. R. Cathcart

Names	Guns	Commanders
La Victoire, fire ship	14	Lieut. J. Tillard
Autumn	14	Capt. W. Richardson
Diligence	14	R. Jones
Falcon	14	J. Nash
Gier	14	J. Russell
Galgo	14	R. Hawkins

Names	Guns	Commanders
Acute, g. v.	12	Lieut. J. Seaver
Clinker, g. v.	12	O. Newell
Manly, g. b.	12	W. Malone
Pouncer, g. b.	12	— Smith
Trial, cutter	12	J. Downing
Nancy, fire v.		— Owen

RECAPITULATION.

Of the Line	6
Guard ship	1
Fifties	1
Frigates	9
Sloops, Brigs, &c.	32
Hired vessels from 6 to 18 guns	42
Total	91

EAST INDIES, and CAPE of GOOD HOPE.

Those marked thus * are stationed at the Cape.
Those marked thus † are on their passage.
Those marked thus ‡ are fitting for the station.

Names	Guns	Commanders
Theseus ‡	74	Vice-Adm. Lord Radstock Capt. J. Bligh
Arrogant	74	E. O. Osborn
Suffolk	74	Vice-Admiral P. Rainier Capt. P. Malcolm
Tremendous	74	J. Osborne
Victorious	74	W. Clark
Belliqueux	64	R. Bulteel
Intrepid	64	W. Hargood
Lion †	64	H. Mitford
Lancaster *	64	T. Larcom
Trident	64	J. Turnor
Adamant *	50	W. Hotham
Centurion	50	J. S. Rainier
Diomede	50	Hon. C. Elphinstone
La Forte	50	L. Hardyman
Hindostan †	54	J. Mulock

Names	Guns	Commanders
Jupiter *	50	V. Ad. Sir R. Curtis Capt. G. Losack
Arethusa †	44	J. Bowen
La Sybille	44	C. Adam
La Virginie	44	G. Astle
Braave	40	T. Alexander
Cambrian †	40	Hon. A. K. Legge
L'Imperieuse	40	J. Rowley
Dædalus	32	H. L. Ball
Fox	32	H Stuart
Orpheus	32	C. Elphinstone
Albatross	18	W. Waller
Penguin †	18	Hon. D. P. Bouverie
Star *	18	J. Gardner
Rattlesnake *	16	R. Curtis
Amboyna	10	Lieut. R. W. Sheldrake
Vulcan (bomb)		P. Heywood
Euphrosyne *	4	Walker
Providence, sch.		Mayo (acting)

RECAPITULATION.

Of the Line	10
Fifties	6
Frigates	9
Sloops, &c.	8
Total	33

IRISH STATION.

Names	Guns	Commanders
La Revolutionaire	44	Capt. T. Twysden
L'Engageante hospital sh.	38	Lieut. W. Fry
Dryad	36	Capt. C. J. M. Mansfield

Names	Guns	Commanders
Glenmore	36	Capt. J. Talbot
Galatea	32	G. Byng
Aimwell, g. v.	12	Lieut. W. F. Kinner
Hazard	16	Capt. W. Butterfield
Dorset, yacht	10	Sir A. Schomberg

NEWFOUNDLAND STATION.

Those marked thus † are on their passage.

Names	Guns	Commanders	Names	Guns	Commanders
Aurora †	28	Capt. T. G. Caulfield	Voltigeur	18	Capt. L. Thompson
Camilla †	20	R. Larkan	Pluto	14	H. F. Edgell
La Sophie †	18	G. Burdett	Trepassey, a.b.	8	Lieut. Jasper Scambler

HALIFAX STATION.

Those marked thus † are on their passage.

Names	Guns	Commanders	Names	Guns	Commanders
Andromache	32	Capt. R. Laurie	Eurydice †	24	Capt. W. Bathurst
Cleopatra	32	J. Pellew	Pheasant	18	H. Carew
Hind †	28	J. Larcom	Lilly	16	Jos. Spear

AFRICAN STATION.

Those marked thus † are on their passage.

Names	Guns	Commanders	Names	Guns	Commanders
La Melpomene	44	Capt. Sir C. Hamilton	Fly †	16	Capt. T. Duval
Osprey	18	J. Watts	Lively, store ship		———
Snake †	18	W. Roberts			

ON A SECRET EXPEDITION.

Sailed December 5, 1800.

Names	Guns	Commanders	Names	Guns	Commanders
Romney	50	Capt. Sir Home Popham, K. M.	Sensible, ar. en flute	36	Capt. R. Sauce
Sheerness, ar. en flute	44	J. S. Carden	Wilhelmina, do.	36	James Lind
			Victor	18	G. R. Collier

Recapitulation of the number of Ships, &c. on each Station, as stated in the foregoing Lists.

Stations.	Of the line.	Of the line ar. en flute.	Guard ships.	Prison ships.	Hospi. ships.	Fifties	Fri-gates.	Sloops, &c.	Hired vessel	Total on each station
Mediterranean -	20	5		2		2	59	43		131
West Indies, and Leeward Islands -	6	1	1	2		1	45	43		99
Channel - -	38						29	27	21	115
Baltic - - -	23				1		9	33	5	71
North Sea and Downs	6		1			1	9	32	42	91
East Indies, and Cape of Good Hope -	10					6	9	8		33
Ireland - - -					1		4	3		8
Newfoundland -							2	4		6
Halifax - -							4	2		6
Africa - - -							1	4		5
On a Secret Expedition						1	3	1		5
Total	103	6	2	4	2	11	174	200	68	570

June 15, 1801. I. R.

INDEX

TO THE

MEMOIRS, HINTS, PHILOSOPHICAL PAPERS, NAVAL LITERATURE, POETRY, REMARKABLE INCIDENTS, *&c. &c.* IN VOL. V.

A.

ABERCROMBY, Sir R. letter from, giving an account of the landing of the British troops at Alexandria, 437. died of his wounds, 447.

ACORN Yacht, account of, 37.

ADMIRALS IN COMMISSION, list of, 82, 545.

ADMIRALTY BOARD, conduct of respecting the pay of naval officers, 507.

ADMIRALTY COURT, proceedings in, 256.

ADRIATIC SEA, navigation of enjoyed by the Venetians, 310.

AFRICAN STATION, ships employed on, 552

ALERT cutter captures a French schooner, 475

ALEXANDER, Emperor of Russia, proclamation of, 135.

ALPHABET construction of for the naval telegraph, 503. Advantages of the numerical table for, 505

ANECDOTE of an Algerine pirate, 519.

ARBUTHNOT, Admiral, conducts the naval attack on Charlestown, 292.

ARETHUSA frigate engages a French ship, 475.

ARMED NEUTRALITY, convention for the establishment of among the Northern Powers, 169.

B.

BALTIC, English expeditions to the, 269.

BALTIC FLEET, list of, 549.

BARBADOES, origin of the name, 520

BARNET, Admiral, his able conduct, 219.

BARTON, Commodore, unfortunately shipwrecked on the coast of Africa in the Litchfield, 191.

——— Capt. address to, 76. His answer, *ib.*

BARRINGTON, Admiral, intercepts a French convoy, 298.

BATTERIES erected at Heligoland, 175.

BATTLE, Line of, at Copenhagen, 336.

BERKELEY, Lord, his expedition to attack the French forts, 469

BINGHAM, Captain, trial of and ship's company, for the loss of the America, 278.

BRENTON, Capt. his gallant action in the Speedy sloop, 494.

BRITANICUS LETTER on the improvement of the Navy, 59.

BRITISH NAVY, state of, 545.

BRITISH SHIPS OF WAR, lost or foundered, from 1775 to 1784, list of, 136.

BUCKLE, Commodore, commands on the coast of Africa, 384.

BURGHALL, GEORGE, Letters from, 37, 154.

BURNET, Lieutenant, trial of, 457.

C.

CAMARET BAY, French ships escaped from, 469.

CAPE OF GOOD HOPE, ships stationed at, 551.

CAPITULATION at St. Bartholomew, 444. At St. Martin, 445.

CAPTAINS IN THE NAVY, their pay and allowances, 511

CAPTURES of American vessels by British cruisers, 456.

CHANNEL STATION, list of ships employed on, 548.

CHOISEUL, his extraordinary preservation from being put to death, 519.

CLINTON, Sir HENRY, 292.

COCKBURN, his gallantry when Captain of the Medway, 100.

COLVILLE, Lord, 386.

COMMERCE, increase of, 318.

COMPARATIVE VIEW between the pay of a land and sea officer, 511.

CONCALLE BAY, attack of French convoy in, 469.

COPENHAGEN BATTLE, disposition for, 334.

—————, account of the engagement, 451.

CORNISH, Adm. commands against Manilla, 282.

CURRENTS, experiments concerning the theory of, 499. The implements and articles that may be used in ascertaining them, *ib.*

CORNWALL, Capt. of the Greyhound, 99.

CORNWALLIS, Earl, 386.

COUNTESS, Capt. of the Ethalion, his able conduct, 209, 210.

CRONENBURG, description of the fortress of, 308.

CRONSTADT, Adm. his letter, 454.

D.

DANES, expedition against, 308.

DANISH account of the engagement, 341.

DALBZ, Lieut. killed, 297.

DAVIS, Lieut. trial of, 457.

D'ESTAING, his expedition to America, 289.

DIAMOND RING presented to Capt. Rickets, 450.

DIGBY, Rear Adm. takes upon him the American command, 396.

DISPATCHES from Sir Ralph Abercromby, 437. From Admiral Duckworth, 442.

DOMETT, Capt. letter from, relative to the Armistice at Copenhagen, 363.

DOWNS, ships of war stationed in, 550.

DUN, Capt. trial of, 457,

DUNCAN, Capt. trial of, 367.

DUTTON EAST INDIAMAN, loss of, 398.

E.

EAST INDIA REPORTS, 184, 368.

EAST INDIES, ships of war employed in, 551.

EDGAR, King, his fleet, 313. Edward, *ib.* Edward I. Edward II. and III. 316. Elizabeth, Queen, 319, 320.

ELIZABETH MAN OF WAR, the disasters experienced by her, with an account of her wonderful preservation, 328, 421, 516. Her arrival at Spithead, 519.

EMBARGO on Russian, Swedish, and Danish Ships, 74.

ENTREPRENANT French ship captured, 468

ESSAY on the duty of a captain, an officer that never loses sight of the gentleman, 213. His command should always be attended by good example, 214. His ears should always be open to all who have any grievances to lay before him, *ib.*

——— on the mode of improving the royal navy, 153, 227.

EVIDENCE given by Mr. Snodgrass before a committee of the House of Commons, 227.

F.

FAIRFAX, Sir GEORGE, biographical memoirs of, 465. Origin of the family. Names of its ancestors, *ib.* Sir Thomas and Thomas Lord Fairfax, account of, 466. Sir Thomas Fairfax general in the parliament army, 467. Captain Robert Fairfax, memoirs of, 468. His bravery under rear admiral Dilkes, 469. Destruction of the French convoy off Granville, 470. Captain Fairfax receives a gold medal, 471. Appointed one of the council to Prince George of Denmark, *ib.* Sir W. G. Fairfax enters into the navy, 472. Promoted to the rank of lieutenant, *ib.* Promoted to the command of the Alert cutter, 473. His bravery as lieutenant commanding that vessel, *ib.* Raised to the rank of master and commander, *ib.* Proceedings of the British fleet under Mr. Keppel, 474. A French frigate brought into the fleet, *ib.* Engagement between the Arethusa and French frigate, 475. French schooner captured by Capt. Fairfax, *ib.* The Licorne fires into the America of 64 guns, 476. Capt. Fairfax raised to the rank of post captain, 477. Commands the Tartar, *ib.* Appointed to the Sheerness of 44 guns, 478. Serves as captain to rear admiral Harvey, *ib.* Promoted to the Repulse, 479. Removes into the Venerable and becomes captain to admiral now Lord Viscount Duncan, *ib.* Defeat of the Dutch fleet, *ib.* Quits the Venerable on her being dismantled for repair, 480. Resumes the command of the same ship, *ib.* Appointed colonel of marines, *ib.* Promoted to be rear admiral of the Blue, 481. Heraldic particulars concerning, *ib.*

FALCONER, Mr. anecdote concerning, 110.

FLEET, north sea, list of, 267.

FREEMANTLE, his services when off Copenhagen, 338.

FRENCH GOVERNMENT, correspondence with relative to prisoners of war, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59.

FRENCH MARINE, letters relative to, from Adm. Gantheaume, 264.

G.

GANTHEAUME, Adm. letter to Forfait, minister of the marine, 264.

GAYTON, Adm. 115. Commands the St. George, *ib.* Anecdote of, *ib.* Raised to the rank of Admiral, 116. Commander in chief on the Jamaica station, *ib.* Anecdote of 117. Promoted, 118. His death, *ib.*

GAYTON, Capt. account of, 112.

GAZETTE LETTERS, 68, 165, 246, 344, 443, 526.

GIBRALTAR STATION, list of ships employed on, 546.

GRATUITY voted by Parliament in consequence of the victory off La Hogue, 513.

GRATUITIES given by Queen Elizabeth, Oliver

Oliver Cromwell, and King Charles the Second to the Navy, 513.

Guardian Frigate, distress of, 484

———————— arriving at the Cape of Good Hope, 491. Her total loss, 492.

Good Hope, Cape of, account of, 417.

Gottenburgh, description of the entrance of, 312.

Graves, Lord **Thomas**, memoirs of, his descent, 377. His marriage with Miss Budgell, 378. His first going to sea, *ib.* Appointed to the command of the Assistance, *ib.* Appointed to the Swallow, and ordered to join the fleet under Sir John Norris, *ib.* He was soon afterwards made captain of the Norfolk, *ib.* Distinguished himself in the attack of St. Jago and St. Philip, *ib.* Served under Mr. Lestock, 381. Made a lieutenant by Mr. Mathews, *ib.* Served as second lieutenant to Mr. Lestock, *ib.* Removes into the Monmouth, and serves under Captain Harrison, 384. Applies himself to the study of gunnery, engineering, and fortification, *ib.* Commissioned by Lord Anson to the command of the Hazard sloop. Made a post captain, 385. Appointed to the Sheerness, *ib.* Made captain of the Unicorn frigate, *ib.* Captures a large privateer, *ib.* Appointed to the command of the Antelope, *ib.* Raised to the honourable post of governor and commander in chief of Newfoundland, *ib.* His gallant behaviour at St. John's. Assumes the supreme command, 386. Saves the captain and crew of the Marlborough just before the ship foundered, *ib.* Appointed to the command of the Temeraire, 387. Colonel of marines, *ib.* Chosen representative in parliament for the borough of East Looe, in Cornwall, *ib.* Appointed to the Monmouth, *ib.* Afterwards to the Conqueror, *ib.* Is promoted to the rank of rear admiral of the Blue, 388. Hoists his flag on board the London, *ib.* Sails from Plymouth Sound, and captures a valuable East India ship, *ib.* Raised to the rank of rear admiral of the Red. Arrives in the Chesapeak, 394. Proceeds to Jamaica, 396. Captures a large French ship, *ib.* Employed under the orders of Sir Peter Parker, 397. Sails with a convoy from Bluefields, *ib.* Loss of the Ramillies, 399. Hoists his flag on board the Impregnable, 404. Advanced to the rank of vice admiral of the Blue, and afterwards to the same rank in the White, *ib.* Removes his flag into the Cambridge, 405. Made vice admiral of the Red, *ib.* Then to be admiral of the Blue, *ib.* Was in the memorable action of the first of June 1794, *ib.* Wounded in the arm, *ib.* Description of his portrait, *ib.* Created a peer, 406. Advanced to be admiral of the White, *ib.* Heraldic particulars concerning him, 408.

Græme, Capt. loses his arm, 296.

Greig, Capt. sent to Siberia by the Emperor Paul, 177.

Gregory's, Dr. œconomy of nature, 31.

H.

Half Pay of naval officers, remarks on, 510, 511.

Halifax Station, ships employed on, 552

Hally, Dr. his opinion concerning the wind, 497.

Hamilton, Sir **Edward**, memoirs of, his descent, 1. Went to sea, *ib.* Went to complete his education, 2. Served as midshipman, *ib.* Served on board the Victory, *ib.* Served on board the Queen Charlotte, *ib.* Made a lieutenant, *ib.* Took possession of a privateer, 3. Served at the siege of Bastia and Giralata, constructed batteries and obliged the enemy to capitulate, *ib.* He became first lieutenant of the Victory, 4. Promoted to the command of the Comet fireship, *ib.* Made post captain, *ib.* Appointed to the Surprize frigate, 5. Went to the West Indies; captured, burnt, and destroyed more than eighty of the enemy's vessels, *ib.* Cutting out the Hermione from the harbour of Porto Cavallo, *ib.* An account of the cutting out the Hermione, 6, 7, 8. Heraldic particulars relative to Sir Edward, 9.

Hardicanute, his navy, 313. Harold, *ib.*

Harrington, Lieut. killed, 297.

Harrison, Capt. his services when captain of the Monmouth, 384.

—————, Admiral, memorial of, 428.

Hawke, Lord, anecdote of, 111.

Henry I. II III. Kings, their navy, 315. Henry IV. V. VI. 316. Henry VII. 317. Henry VIII. his conduct, 318.

Hill, Lieut. his gallantry, 296.

Hinckley, Lieut. wounded, 297.

Hood, Sir **Sam.** ordered to the Mediterranean, 302. Arrives in the West Indies, 390.

Hotham, Commodore, his service in America, 285. His account of the skirmish which took place with the French fleet, 305. House of Lords, 364. House of Commons, *ib* Their votes on the victory off Copenhagen.

Huen Island, description of, 309.

I.

ILLUSTRATIONS OF NAVAL HISTORY, continued from vol. IV, page 123, 221. Letters written for the conveyance of specie, 223. Considerations on the importance of Cape Breton to the French, 224.

IMPROVEMENT OF THE BRITISH NAVY, letters concerning, 321.

IMPRISONMENT OF BRITISH SEAMEN, 332.

IMPERIAL PARLIAMENT, 364.

INVINCIBLE, loss of, 261. List of the officers saved, 263. Two seamen arrives at the Admiralty belonging to, *ib.*

INCENDIARY, capture of, 265.

IRISH STATION, ships employed on, 551.

JUMP, Lieut. trial of, 457.

K.

KEITH, Lord, Letter from, 436.

KENT EAST INDIAMAN, capture of, 255. List of killed and wounded, 259.

KING, Sir RICHARD, his service when captain of the Argo, 282.

KING'S BENCH, court of, moved for an information by Lieutenant Burlton against William Hitchens, 178.

KINGSMILL, Sir ROBERT, whose original name was BRICE, memoirs of, 189. His descent, *ib.* His entrance into the navy, *ib.* Appointed lieutenant, *ib.* Commander of the Swallow sloop, 190. Captures the Sultan, *ib.* Ordered to the West Indies as commander of the Basilisk bomb-ketch, *ib.* Appointed to the command of the Yacht equipped for the purpose of conveying from Stade the Princess Charlotte of Mecklenburg, the Queen of his present Majesty, 198. Raised to the rank of post captain, *ib.* Appointed to command the Crescent frigate, paid off, and retired, *ib.* Married Miss Kingsmill, *ib.* Assumes the name of Kingsmill, *ib.* Accepted the command of the Vigilant, 199. Was present at the memorable encounter off Ushant, between the French fleet commanded by the Count D'Orvilliers, and that of Britain by Admiral Keppel, *ib.* He removed from the Vigilant, *ib.* Appointed to the command of the Elizabeth, *ib.* Sails from Spithead, 200. Force under his orders, *ib.* He returned to Spithead, 201. A second time accepts the command of the Elizabeth, *ib.* Quits the Elizabeth, *ib.* His appointment to the Duke, 202. The Duke put out of commission, *ib.* Promoted to the rank of rear admiral of the White, 203. Appointed commander in chief on the Irish station, *ib.* His official communication to the Secretary of the Admiralty, 205. List of the ships captured or destroyed, 206, 207. Resigns his command, 212. Raised to the dignity of a Baronet of Great Britain, *ib.* Heraldic particulars, *ib.*

KIRK, Captain, his gallant conduct, 101, 102.

KNOWLES, Adm. hoists his flag on board the Cornwall, 101.

L.

LA CONCORDE, letter from an officer on board, 178.

LAND REVENUE, report of, 139.

LEEWARD ISLAND STATION, list of ships employed on, 547.

LESSAW ISLAND, description of, 312.

LETTER from an Officer on board his Majesty's ship Jamaica, 451.

——— from the master of his Majesty's ship Bellona, 452.

——— from an officer in Admiral Parker's fleet, *ib.*

——— from Sir Hyde Parker, 453.

——— from an Officer on board his Majesty's ship Cleopatra, 455.

LICORNE French frigate fires into the America, 476.

LIEUTENANT in the Navy, his pay, 509.

LIFE BOAT, account of, 515.

LIGHT-HOUSE, 311.

——— ———, NEW, Boston, Massachusets, 67.

LISBON STATION, list of British ships employed on, 546.

LIST OF SHIPS in the East India Company's service that have been burnt, lost, or captured, 324.

—— of killed and wounded off the Dogger Bank, 297.

—— of the squadron under Admiral Parker, *ib.*

—— of new built ships, 456.

LLOYD, Capt. trial of, 457.

LOCKER, Commodore WILLIAM, memoirs of, 97. His descent, *ib.* Particulars concerning his father, *ib.* His entering into the navy, 99. Served as a lieutenant under Lord Hawke, 102. Appointed lieutenant of the Experiment, *ib.* In the engagement with the Telemaque, 103. He receives a wound, 104. His first acquaintance with Earl of St. Vincent, 107. Lieutenant to Sir Edw. Hawke, 108. Made lieutenant of the Saphire, 110. Also of the Royal George, *ib.* Made commander and appointed to the Roman Emperor fireship, 111. Appointed to the

Nautilus sloop, *ib.* Made post captain, 112. Appointed to the Queen, *ib.* Of Thames, *ib.* Married, *ib.* Appointed to the Cambridge, 119. Made commodore, and hoisted his flag on board the Sandwich, 121. Appointed lieutenant governor of Greenwich Hospital, *ib.* His death, *ib.* Heraldic particulars, *ib.*

LOWIS, Capt. his letter to Mr. Snodgrass, 326, 327.

M.

MACBRIDE, his services in the North Sea, 296.

MAESTERLAND CASTLE, description of, 312.

MANN, Admiral, his services in the Mediterranean, 305.

MARINE LAW CASES; Earl St. Vincent *v.* Tucker, 254. Admiralty Court; Neutral Ships, 256.

MARINERS, notice to, 75.

MARINES, augmentation of, 77.

MARS, distressed situation of, 366.

MEDITERRANEAN STATION, list of ships employed on, 546.

MIDSHIPMEN, their length of service previous to their passing for lieutenants, 509.

MONTHLY REGISTER OF NAVAL EVENTS, 81, 174, 267, 362, 449, 529.

MONUMENTS to Captains Riou and Moss, 365, Motion carried relative to.

MOON, influence of on the sea, 498.

MUREX, description of, 122, 238.

N.

NATURAL CURIOSITY, 159.

NAVAL COURTS MARTIAL, 80, 278, 367, 457, 533.

——— ENGAGEMENT, 176.

——— FORCE, British, State of, 83. Channel fleet, 83; and others 84, 85, 86, 87, 88.

——— HISTORY of Great Britain, 313, 409.

——— HISTORY, Civil, of Great Britain, 417. 506.

——— LITERATURE, 328, 422.

——— PROJECTS, useful, 31.

——— AND MILITARY SIGNALS, plan for, 500. Numerary table for, 504.

NAVIGATION AND SEAMANSHIP, practical review and extract from, 328, 421, 516.

NAVIGATION OF THE NORTH SEA, remarks on by an officer, 311.

NAUTICAL KNOWLEDGE, antiquity and ancient progress of, 12.

NAUTICAL ODES, 331.

NAVY, on the mode of improving the, 129.

——— ROYAL may be dated, 318.

NAVY, improvement of, 321.

NELSON, Lord, 118, 334, 335. His letters concerning Copenhagen, 338. Vote to him from Parliament, 455.

NEWFOUNDLAND, ships of war stationed at, 552.

NORTH EAST PORTS of Great Britain considered with regard to the Northern Confederacy, 89.

NORTH SEA, list of ships stationed in, 550.

NORTHERN CONVENTION, 172.

O.

ODE, NAUTICAL, 333.

OFFICERS, naval pay of till 1700, 506.

OTWAY, Capt. his arrival at the Admiralty, 334.

P.

PAUL, the Emperor of Russia, his death, 334.

PARKER, Sir HYDE, memoirs of, his first entrance into the navy with his father, 281. Made a midshipman, *ib.* His rank as lieutenant, 282. Removes with his father into the Norfolk, and accompanies him to the East Indies, *ib.* Serves on board the Grafton and Panther, *ib.* Was in the expedition against Manilla, *ib.* Was at the capture of the Spanish Acapulca ship, 282. He was advanced to the rank of post captain, 284. Appointed to the command of the Phoenix, *ib.* Sent on the American station, *ib.* His gallant behaviour on that station, 285. Sent up the North River, *ib.* His Majesty confers the honour of knighthood on him, *ib.* Sent to convoy the troops which were detached from New York, 288. His letter to the Admiralty, 288, 289, 290, 291. Returns to England, 292. He resumes his command and was ordered out to Jamaica, where he was sent as commanding officer of the convoy, *ib.* Was in a dreadful hurricane, 293. His account of the hurricane and shipwreck, *ib.* Appointed to the Latona frigate, 294. His letter to the Admiralty, giving an account of the engagement on the Dogger Bank, 295. Promoted to the Goliath, 298. Afterwards to the Orion, 301. Then to the Brunswick, 302. Advanced to the rank of rear admiral of the White, *ib.* and rear admiral of the Red, 304. Soon after to be vice of the Blue, *ib.* Quitted his station as captain of the fleet, hoisted his flag on board the St. George as commander of a squadron of the fleet, *ib.* Appointed commander in chief on the Jamaica station, 306. Returns from the

the West Indies and appointed to command in the Channel fleet, 306. His expedition against the Danes, 307. Heraldic particulars, *ib.* dispatches from, 334

PARKER, Sir P. commands at Jamaica, 293.

PARRY, Admiral, account of, 112, 113, 114.

PARTICULARS of the action off Copenhagen, 338, 339.

PAY of the royal navy, 416.

PAYNE, J. R. trial of, 457.

PATTEN, Capt. serves in the North Sea, 296.

PHILOSOPHICAL PAPERS: On the cause of winds, 31. Description of the Murex, 122, 238. On the flux and reflux of the sea, by Pierre Simon La Place, 234. On the alteration in the heads of ships, by J. Hallet, Esq. 430. Theory of the tides, 496. Plan for naval and military signals, 500.

PHILPOT, R. trial of, 457.

PIKE, Mr. JAMES, court martial on, 80.

PLATE XLIX. Portrait of Sir Edward Hamilton, Knt. 1.

——— L. A view of the cutting out of the Hermione from the harbour of Porto Cavallo, by the boats of the Surprise, under the command of Sir Edward Hamilton, on the 25th of October 1799. 9.

——— LI. Representation of night signals, with a naval telegraph, 22.

——— LII. A view of the royal standard, and the union flag of the united kingdom, 64.

——— LIII. Portrait of the late Commodore William Locker, Lieutenant Governor of Greenwich Hospital, 97.

——— LIV. St. Helena, with an East Indiaman coming to anchor, 157.

——— LV. Portrait of Sir Robert Kingsmill, bart. .

——— LVI. A midship section of a 74 gun ship, as built in his Majesty's dock-yard, and one proposed by the late Gabriel Snodgrass, 227.

——— LVII. A midship section of a frigate as built in his Majesty's dock-yards, and one proposed by Mr. Snodgrass, 227.

——— LVII. A beautiful view of the Danish castle of Cronenburg at the entrance of the Sound, 308.

——— LIX. A correct chart of the Sound, Copenhagen, part of Sweden, &c to the entrance of the Baltic sea, 312.

——— LX. A portrait of the Right Hon. Thomas Lord Graves, 377.

——— LXI. A correct view of the Cape of Good Hope, 417.

Design for a head of a frigate and of an East India ship, 430.

PLATE LXII. A portrait of Sir William George Fairfax, Knt. 465.

——— LXIII. Representation of several Spanish gun-boats attacking the Speedy sloop of war, commanded by Capt. Brenton, with a distant view of Gibraltar, 493.

An engraving representing a plan for naval signals, 502.

PLYMOUTH REPORT, 91, 183, 271, 369, 458, 534.

POETRY: Lines addressed to Sir Edward Hamilton, 62. Lines on Admiral Frederick, *ib.* Ode for new year, by Henry James Pye, Esq. 60. Lines written on board a privateer, 161. Storm, stanzas on, 62. Ode to the desponding seaman, 164. Lines written by a midshipman, 242. Stanzas on the death of the late Sir C. Lindsay, Bart. captain of his Majesty's ship Daphne, who was drowned with three of his crew on the coast of South America, 243. Lines written by a youth who admires the brave defenders of his country, 245. Ode on the late unprecedented imprisonment of British seamen, 332. Naval stanzas, 425. Ode on the late naval achievement at Copenhagen, 426. Parody on the old ballad ye Gentlemen of England, *ib.* Ode, 521. Extract from the Sea, a Poem, by J. Bidlake, 523. On the death of Capt. J. Mainwaring and General Knox, lost in the Babet in the West Indies, by H. J. Pye, Esq. 525.

PORTSMOUTH REPORT, 95, 179, 277, 372, 462, 537.

PRATTEN Capt. employed in the Mediterranean under Adm. Boscawen, 101.

PRIVATE LETTER from on board La Concorde, 178.

PROCLAMATION concerning ensigns or colours borne at sea by merchant ships, 65

——————— of his Imperial Majesty the Emperor of Russia, 73.

PROMOTIONS AND APPOINTMENTS, 78, 185, 279, 374, 464, 539.

R.

RAMILLIES, distressed situation of, 399, 400, 401, 402, 403.

RENNIE, Capt. 262, 263. Distinguished himself at the Helder, *ib.* Made post captain, *ib.* Appointed to the command of the Invincible, *ib.*

REVENUE, LAND, eleventh report, extracts from, 138.

RICHARD II. state of the navy in the reign of, 316. Richard IIId's navy, state of, 317.

Rickets, Capt. Letter to him, 450. His answer, *ib.*

Riou, Capt. his station at the attack of the Danish fleet, 337.

——, Capt. Edward, Memoirs of, 482. His promotion to the rank of lieutenant, *ib.* His appointment to the Guardian, 483. Sails for Botany Bay, *ib.* Journal of occurrences immediately preceding that of the ship having struck on an island of ice, *ib.* Account of the accident. 484. Exertions of the crew, 485. Measures taken for the preservation of the ship, 486. Encrease of the leak, 487. The boats ordered out, *ib.* Several of the officers and crew quit the ship, 488. Writes to the Admiralty board, 490. Arrives at the Cape in safety, 491. Promoted to the rank of commander, 492. To that of post captain, *ib.* Appointed to the Beaulieu, *ib.* Returns from the West Indies and appointed to the Augusta yacht, *ib.* Removes into the Amazon, 493. Sails for the Baltic, *ib.* His death, *ib.*

Rivington, Capt. killed, 259.

Rook, Sir George, his bravery and good conduct, 215.

Rose, Capt. his station in the action off Copenhagen, 336.

Royal Standard of the united kingdom of Great Britain and Ireland, description of, 64.

Rudder, contrivance to supply the want want of, 516.

——, new shaped, description of, 517.

Russian declaration to Sir H. Parker, 454.

S.

Sailor, Dutch, wonderful escape of, 158.

Saint Helena, history and description of, 157, 158, 159, 160.

Santissima Trinidada captured, 284.

Scott, Capt. commands the Dragon, 379.

——, Thomas, trial of, 367.

Scout sloop lost, 269.

Seaman jumped overboard, 363.

Seamanship, Navigation, a treatise on, 328.

Shingle Ballast, danger of, 270.

Ships, invention to enable them to sail faster in a heavy sea, by W. Playfair, 128.

Ships composing the British navy, recapitulation of their stations, 552.

Shipwreck, melancholy account of, 366.

Signals, treatise on, by Richard Hall Gower, 22. Mode of expressing 999 numbers by 11 flags and one pennant, 22, 23, 24. 25. 26, 27, 28, 29, 30.

Smith, Sir Sidney, his account of the killed and wounded, 439.

Snodgrass, Gabriel, his letters for the improvement of the navy, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153.

————————, his letters to the Admiralty, 321, 322, 323.

Sotheby, Capt. court martial on, 90.

Sprightly, capture of, 266. Success ditto, *ib.*

State Papers relative to the rupture between England and the Northern Powers, 73.

—————— relative to the Northern Confederacy, 169, 170, 171, 172, 173.

Stewart, R. Commodore, 295.

T.

Telegraph, Naval, proposal concerning, 500.

Thornborough, Capt. his bravery, 210.

Torrington, Lord, distinguishes himself, 215.

Totty, Admiral, wrecked in the Invincible, 262.

——————, trial of, 367.

Treatise on practical navigation and seamanship, 421.

Trent Frigate, generous offer of the crew of to Lieut. Tate, 495.

U.

Union Flag or Jack, description of, 64.

Victory off Copenhagen, 334.

Vote of thanks to Sir H. Parker, 365.

W.

Waghorne, lieutenant to Admiral Parker, 296.

Watson, Admiral, high character of, 218.

Warren, Sir John Borlase, his bravery and success, 210.

West India Station, lists of British ships employed on, 547.

William the Conqueror, 314. William Rufus, *ib.* account of their navy.

Winds, papers on the cause of, 31.

Woolvar, Thomas, trial of, 457.

Wyndham, Capt. Charles, account of, 99.

INDEX *to the* GAZETTE LETTERS, *in* VOL. V.; *containing Accounts of the Captures, Proceedings, &c. by and of the under-mentioned Officers and Ships.*

ABERCROMBY, 437
Anderson, 349
Alendia, 528
Anstruther, 438
Apthorpe, 436
Argles, George, 70
Artus, 438
Astle, George, 247
Auckland, 349
Aurora, 348
Baker, Henry, 356
Barlow, Rob. 329
Barbuto, 328
Barrie, 348
Barton, Robert, 72
Bathurst, 528
Bawden, J. 356
Beauclerk, A. 351. 435
Begue, 361
Bell, J. 356
Bellamy, 350
Bellard, 433
Bervale, 361
Beurhemot, 361
Bienvenu, 253
Blaney, 248
Blanket, 250
Boger, C. 165
Bonaparte, 250
Bond, 246
Bougainville, 528
Braack, 248
Bradbury, 348
Bray, 440
Brideaul, 361
Brisbane, 354
Brotherly Love, 359
Buchan, 346
Bulteel, R. 71
Burn, 436
Burr, Edw. 356
Cæsar, 441
Cavan, Earl of, 437
Chamberlayne, 350
Charlotte, 168
Church, C. 356
Church, 251
Christie, 252
Clark, 165
Clarissa, 249
Cobb, 356
Cockrane, 436
Collins, T. 440
Cook, J. 434
Coote, 437
Cooke, 168
Corbett, 446
Cormack, Rich. 356
Cornwallis, 434
Cornwallis, Adm. 527
Cotgrave, 346
Cradock, 437
Crawford, 251
Darling, R. 253
Daubenny, Edw. 356
Davis, L. 448
——, Isaac, 356
Dennis, James, 356
Desfourneaux, 361
Dick, 251, 252
Dickson, A. 72. 253. 344
Dickson, 527
Dolphin, 248
Domett, 356
Donnellen, 440
Dornaldegin, 361
Dossier, 361
Duboure, 361
Duckworth, Adm. 165. 348. 442
Duckworth, 526. 528
Ducomet, 361
Duguet, 360
Durham, 441
Ebden, 71
Ekins, 442
Eleaxmen, 434
El Reyna Louisa, 347
Emmerton, James, 356
Fancourt, 354
Fig, 356
Finchley, 400
Fletcher, 438
Foley, 355
Forkington, 439
Fowke, 442
Frazer, Simon, 356
Fuller, 442
Gahagan, 356
Gallaway, 356
Gardner, Lord, 250. 344
Garlies, Lord, 344
Generous Friends, 434
Gibson, Humph. 251
Giffard, John, 166
Gill, Robert, 356
Goldfinch, W. 356
Gordon, J. A. 349.
Grant, 356
Graves, 355
Gray, G. 356
Griffiths, 351, 360
Griffith, 527
Groves, Tho. 69
Guion, 436
Halkert, P. 167
Halladay, J. 167
Hamilton, 72.
Hamilton, Sir C. 251
Hamilton, E. 351
Harlow, Tho. 356
Harry, James, 356
Hartean, J. 361
Harvey, 442
Helena, 248
Hendrie, John, 253
Herbert, C. 344
Herbert, 527
Heywood, 360
Hill, William, 247
Hillyar, 436
Hertzoy de Brunswick, 248
Hoare, Geo. 356
Hoffnung, 168
Holstein, 357
Holland, 360
Hope, 437
Horn, Philip, 356
Hoskins, 350
Hotham, 434
Hussey, 439
Hutchinson, 448
Jackson, R. 440
Jesus, 434
Johnson, Edm. 356
Jones, Charles, 356
Jones, J. 349
Joy, William, 356
Irwin, 350
Jupiter, 441
Keith, Lord, 433
King, Rich. 69. 168. 356. 448
Krebs, 448
L'Actif, 68
L'Amiable Francois, 71
L'Aurora, 167
L'Arc, 251
L'Adelaide, 347
L'Antichrist, 359

L'Africaine

L'Africaine, 359
L'Audacieux, 361
L'Achille, 435
Le Braave, 357
La Concorde, 71
Lacroix, 360
Le Curieuse, 349
La Dedaigneuse, 168
L'Eclair, 68.
L'Eclair, 526
Le Gallais, Rich. 69
Le Heloin, 70
Le Francois, 71
Le Bon Secour, 71
L'Eponine, 71
Le Voyageur, 72
Le Quiproquo, 165
Le Flibustier, 166
Le Quinola, 166
Le Huson, 167
Le Vengeur, 253
Le General Bessieres, 344
Le Premier Consul, 345
L'Esperance, 351
Le Poisson, 350
Le Heros, 351
Le Vesecute Philip, 356
Le Petit Piratte, 361
Le Prefect de la Manche, 433
Le Renard, 435
Le General Brune, 441
Le Furie, 442
Le Saque, 361
Legg, Arthur K. 361
La Medee, 71
Le Venus, 72
La Juste, 344
La Sans Pareille, 345
La Vengeance, 347
Larcom, 347
La Pluton, 347
La Mutine, 350
La Mascarade, 351
La Laure, 435
Lake, 527
Lamond, 356
Larmour, 435
Larcom, 526
Linzee, J. H. 168
Lindhlom, Hans, 357
Lion, J. 349
Lloyd, H. 168
Long, Henry, 356
L'Optimiste, 344
Losdores, 434
Losack, 435
Luckraff, John, 253
Ludlow, 437
Lukin, 68. 167
Lutwidge, 68. 166. 346
Mac Cleverty, 349
M'Kenley, Geo. 356
Mackenzie, 526
M'Kerras, 438
Maitland, 443
Majendie, 361
Manby, T. 345
Manning, 251
Mansfield, 345
Martin, 360
Maria Joseph, 70. 71
Marrie, James, 356
Matson, 526
Mein, 250. 346
Melchura, 68
Mereditth, 356
Meriton, 72
Milbank, Adm. 246. 347. 433
Minchin, Wm. 356
Minto, 439
Mitchel, Hugh, 356
Montgomery, A. 349
Moore, 437
Morrison, 436
Morgan, Geo. 356
Morris, Geo. 246, 434
Mosse, 353
Mouche, 528
Mouncheron, 250
Murray, 355
Nancy, 361
Nelson, Lord, 353
Newhouse, 434
Niblet, 356
Nicholson, Alex. 356
Nostra Signora del Carmen, 434
Notra Dame de Consolation, 70
Oaks, 437
Ogilvy, W. 166
Ogleby, R. 440
Otway, 351
Packenham, 443
Paget, Cha. 68. 447
Pain, Rubin, 356
Parker, Sir H. 253. 353
Parry, J. 439
Pasley, Sir Tho. 253
Paterson, 356
Peachy, 526
Pearce, W. 166
Peebles, Geo. 439
Perkins, 528
Petardy, 441
Pratt, 356
Poulaties, 361
Proctor, 356
Rainier, Adm. 246
Ram, Tho. 356
Raposo, 528
Recou, 70
Resolution, 167
Riboleau, 436
Ricketts, 434
Ricketts, 528
Ridge, 356
Robinson, E. 440
Rogers, 345
Rose, 347
Rowed, 347
St. Vincent, Earl of, 165
St. Joseph, 167
St. Antonio y Animas, 246
St. Miguel El Volante, 246
St. Pedro San Francisca, 246
St. Francisco la Paula, 346
St. Joseph alias El Beloz, 346
Sandys, Edwin, 356
Sanfernal, 361
Santa Victoria, 250
Samson, 361
Saunier, 360
Saville, 436
Scott, 436
Scallon, 350
Senegal, 252
Seymour, Lord H. 167. 448
Sharp, Alex. 356
Shee, L. 439
Shepheard, 347. 435
Sitford, Wm. 356
Smith, Sir S. 436
Soker, 433
Southey, Tho. 356
Spearing, G. A. 356
Spence, T. 349
Spencer, Benj. 356
Stephenson, 356 436
Stewart, Rob. 356
Stewart, J. 441
Stricker, 353
Stopford, R. 251
Stuart, 447
Swimmer, H. 356
Taite, 350
Talbot, 347. 433
Thomas, G. 440
Thompson, Sir T. B. 356
Thompson, Rob. 356
Thompson, 353
Thompson, 528
Tindall, 356
Trigg, 442
Tucker, Hon. G. 356
Twysden, 251
Victoire, 527
Vives, 440
Uriel, 361
Walterstoff, E. F. 357

Weaver, 360
Wells, W. 68
Westbeach, 72, 344
Weston, William, 361
Whimper, 356
Wilks, Tho. 356
Wilkinson, 361
Williams, John, 356
Wolley, Tho. 357
Wright, 439
Yaulden, 356
Yelland, 353
Zeelast, 247
Zeevraght 247

INDEX TO THE PROMOTIONS AND APPOINTMENTS.

ADAMS, James, 185
Aplin, Peter, 78
Argles, 168
Atkins, 79
Aylmer, 79
Baird, Dr. 279
Baker, 79
Ball, J. A. 545.
Ballard, V. V. 374
Barker, 279
Barker, 539
Barlow, 79
Bathurst, 79
Bayley, 79
Bayntum, 279
Bayntum, 539
Bazely, John, 78
Bennicke, W. 279
Berkeley, Hen. G. 78
Berkeley, V. C. 186
Berry, Sir E. 374
Bertie, A. 279
Bertie, A. 539
Bickerton, Sir R. 78
Blair, C. 185
Blankett, John, 78
Bligh, William, 374
Bligh, R. Rodney, 78
Bogue, J. B. 374
Bourmaster, John, 78
Bouillon de Prince, 464
Bowen, Geo. 78
Bover, 279
Boyles, Charles, 186
Boyles, 79
Brace, E. 279
Brathwaite, Rich. 78
Brenton, Jahl, 79
Brine, James, 78
Brisbane, John, 78
Brisbane, C. 79
Brouncker, 539
Broughton, 539
Brouncker, John, 185
Brooke, J. 186
Brown, John, 78
Brown, W. 374
Brown, 464
Browne, A. 186
Bruise, 280
Buller, 279
Burn, John, 185
Burrows, 186
Calder, Sir Rob. 78
Campbell, Geo. 79
Calmady, C. H. E. 79
Carthew, 186
Cederstrum, 280
Champaign, 79
Child, Smith, 78
Clarence, Duke, H. R. 78
Clark, 279
Collingwood, C. 78
Colpoys, Sir John, 78
Cornish, Sam. 78
Cornwallis, Adm. 185
Cosby, Philip, 78
Courcy, De, 539
Cracroft, 79
Cromwell, H. 79
Cumming, James, 78
Curtis, Sir Roger, 78
Curzon, 79. 374. 464
Dacres, J. R. 78
Davison, 464
Deans, Robert, 78
De Courcey, Hon. 374
Dickson, 80
Dickson, Arch. 78
Digby, 79
Dilkes, 186
Dod, Edward, 78
Douglas, J. L, 78
Douglas, James, 78
Douglas, Billy, 79
Douglas, Francis, 80
Domell, William, 80. 186
Drummond, 464
Duckworth, John T. 78
Duckworth, J. T. 539
Duff, 79. 279
Dumaresq, Thomas, 78
Duncan, H. 186
Dundas, T. 79
Durham, 79
Duval, John, 185
Edwards, Edw. 78
Edwards, Samson, 79
Eliot, William, 185
Elphinstone, 185
Elliot, 186
Essington, 539
Evans, 80
Eyre, Geo. 186
Fairfax, Sir W. G. 80
Fayerman, 79
Ferguson, John, 78
Fish, John, 79
Fitzgerald, Lord Ch. 78. 186
Flinders, 186
Fraser, 539
Gage, G. H. 279
Gambier, Adm. 78
Gardner, Hon. F.F. 464
Gambier, James, 78
Garlies, 464
Garthshore, H. 185
Giffard, 279. 374
Goodall, S. G. 78
Gore, 464
Gould, 279
Gower, Sir E. 78
Gower, 79
Granger, 79
Grant, 539
Graves, Tho. 79
Graves, Adm. 186
Grindall, 79
Hale, B. 279
Halloway, Benj. 185
Hamilton, C. P. 78
Hanwell, Joseph. 80
Hare, Charles, 80
Harvey, Sir H. 79
Hatherhill, 80
Henry, John, 78
Henryson, 79
Heywood, P. 185
Hicks, Thomas, 79
Hill, 79
Holland, J. W. 464
Holloway, John, 78
Hood, Samuel, 185
Hood, 79
Inglis, John, 79
Inglis, 186
Irby, Hon. T. 79
Keating, 539
Keith, Lord, 78
Kemp, Arthur, 78
Kempthorn, James, 79
Kindall, 539
Knight, John, 79
Knowles, John, 78
Knowles, Sir C. H. 78
Laforey, Sir T. 186

Lambert, 186
Lane, 79
Lawford, 80
Lavie, 79
Lee, 79
Lewis, 79
Linzee, Rob. 78
Lloyd, R. 79
Lloyd, D. 79
Locker, 186
Loring, 539
Losack, Woodley, 539
Lukin, 539
Lumsdaine, 80
Lutwidge, Skeffington, 78
Lydiard, 79
M'Dowall, Robert, 79
Mackenzie, Tho. 78
Mackeller, 279
Man, Robert, 78
Manley, J. 79
Markham, 185
Martin, 80
Mason, Christopher, 78
Mends, 279
Mitchell, Sir Andrew, 78
Mitchel, 279
Mitford, 374
Montagu, G. 78
Montagu, Robert, 78
Moriarty, Silverius, 79
Mottley, 464
Mudge, 374
Mundy, 186
Murray, G. 279
Murray, 464
Nailor, 279
Neagle, Sir Edmund, 279
Neagle, Edw. 399
Neale, Sir H. 279
Nelson, Lord, 78. 80
New, 539
Newhouse, J. 279
Newton, 186
Nicholls, 539
Nugent, C. E. 78
O'Brien, 80
Ommancy, 464
Ord, Sir John, 78
Osborne, E. O. 248. 249
Otter, C. 464
Owen, 79
Packenham, Hon. T. 78
Packenham, John, 78
Paget, Hon. 186
Pallenquist, 280
Parker, Christopher, 78
Parker, Sir Will. 178
Parry, Francis, 78
Pasley, Sir Tho. 78
Patterson, 80
Patton, Philip, 78
Payne, J. W. 78
Pellew, Sir Edw. 79
Philip, Arthur, 79
Plater, 545
Pole, C. M. 539
Poulden, 279
Poyntz, 79
Prescott, Isaac, 78
Pringle, Tho. 78
Pym, 186
Radstock, Lord, 539
Raggett, 80
Ramsey, 80
Reynolds, 79
Reynolds, R. C. 464
Rich, Sir Tho. 78
Roberts, 186
Ricketts, 79
Rose, 79
Rose, 279
Ross, 186
Rowley, B. S. 78
Rowley, 279
Russel, T. M. 79
Rye, 79
Sarradine, 279
Savage, Henry, 78
Saumarez, Sir J. 79
Saumarez, Sir James, 539
Sawyer, 79
St. Vincent, Earl of, 185. 374
Schomberg, 79
Scott, M. H. 79
Seymour, Lord H. 186
Shortland, 79
Shortland, J. 539
Smith, E. T. 79
Sparks, 79
Stanhope, H. E. 79
Starck, N. 186
Stephens, 279
Stephens, Sir Phil. 185
Stephenson, J. 539
Stiles, G. 464
Stratton, 185
Stuart, Lord Geo.
Sutton, 185
Sutton, S. 279
Swiney, Wm. 79
Talbot, 79
Taylor, Tho. 78
Thomas, A. B. 185
Thornborough, Edw. 79
Tinling, 79. 186
Tolly, Tho. 79. 186
Tremlett, 79
Trollope, Sir H. 79
Troubridge, Sir Tho. 79. 158
Vashon, 539
Vansittart, 464
Vansittart, 539
Veitch, 79
Vivian, 242
Vrow Helena, 248
Upton, 79
Wainwright, 79
Wallace, Sir J. 78
Warren, Sir J. B. 78
Watson, 79
West, Tho. 78
Whitby, 185
White, 80
Whitsted, J. H. 78
Wickey, John, 79
Williams, Tho. 186. 279
Williams, Sir P. 78
Williams, 539
Wilson, Geo. 78
Wolseley, Cha. 79
Wolsely, 79
Woollaston, 79
Woolridge, 374
Worth, 374
York, 374
Young, Will. 78
Young, Sir Geo. 78

INDEX TO THE MARRIAGES.

BAZELY, 96
Bullen, Jos. 544
De Courcy, 280
Drummond, 464
Elphinstone, 187
Hartley, 96
Knight, 357
Lake, John, 280
Lukin, Will. 544
Morsley, R. 280
Odell, 375
Patterson, 280
Popham, Jos. 544
Pudham, 280
Van Spangler, 187
Wallis, 375

INDEX TO THE OBITUARY.

ARNOLD, Will. 280
Biston, 376
Bradshaw, 188
Bridgman, 188
Carruthers, 376
Cartwright, 464
Cayley, Will. 96
Crees, W. 280
Combe, Hen. 544
Corfe, J. 376
Davis, 96
Deane, Philip, 376
Driffield, 376
Ellisor, 187
Goodall, G. 375
Goodall. 464
Graves, Will. 544
Hale, Cecil, 280
Hardy, Lady, 188
Hartwell, John, 188
Hicks, 464
Home, Roddam, 187
Hope. 96
Hotchkis, David, 200
Howorth, John, 375
Kent, 188
Knatchbull, 280
Knowles, Adm. 280
Little, 544
Love, Robert, 280
Lufkin, 544
M'Dermist, B. 280
Mackenzie, 187
Minster, 188
Mosse, 376
Napier, Patrick, 544
Nelson, M. 376
Norman, 96
Ommaney, Adm. 208
Ormsby, 187
Packwood, Dr. 280
Pye, Miss, 376
Ranelagh, Ch. Lord Vis. 98
Rennie, G. 376
Riou, 376
Roe, 188
Ross, 188
Sewell, 188
Smith, 187
Smith, W. 280
Squire, 188
Standish, Sir S. 187
Stratton, F. 188
Swanton, 188
Thornborough, 96
Tuck, 188
Urry, John, 187
Watts, 544
Whetter, 544

ERRATA.

Page 83, Prince of Wales, Captain William Rowse, read Prowse.—P. 84, The Ajax and Renown should be included in the Mediterranean List, Audacious was not commissioned.—P. 85, Blonde, Captain Barn, read Burn.—P. 91, l. 15, for Dalby, read Dolly.—P. 91, l. 41, for Pearce, read Percy.—Page 96 l. 3, for Reay, read Rye.—P. 105, l. 18, for Richard, read John.—P. 185, last line but 13, for Hill, read William Hills.—P. 180, l. 15, for Pullin, read Pulling.—P. 180, l. 26, for Larken, read Larkan.—P. 180, l. 27, for tenders, read traders.—P. 180, l. 43, for Ogilvie, read Ogilvy.—P. 182, l. 25, for chase, read close.—P. 183, l. 5, for Helena, read Heldin.—P. 183, l. 14, for Coun, read Conn.—P. 186, l. 23, for Browne, read Broun.—P. 186, l. 24, for I. Brooks, read P. B. V. Broke.—P. 266, In my opinion, the French statement of the force of the Success is correct, for the carronades of our own ships are never noticed, which is not exactly as it should be; for whenever we capture an enemy's ship, they are always included in the number of guns. H. W. H.—P. 271, l. 9. for R. Browne, read W. Brown.—P. 273, l. 22, for Bower, read Bover.—P. 275, l. 20, for Reynolds, read Ricketts.—P. 276, l. 41, for G. Hotham, read H. Hotham. P. 277, l. 1, for arrival teere, read arrival there.—P. 277, l. 26, for Kyves, read Ryves.—P. 277, l. 38, after the Dart, Captain, add Devonshire.—P. 279, l. 12, *dele* 20. Arrived the Brunswick, of 74 guns, Captain Rutherford, and Aquilon, Captain Boys, with a convoy from the West Indies, all of which continued their course past this port for the Downs. They arrived the 18th of August. See No. 21, vol. iv. page 165.—P. 279, l. 17, for Eolus, read Æolus.—P. 263, last line but 18, for Lieutenant, read Commander.—P. 284, last line but 6, 1770, read 1775.—P. 370, l. 96, for Burton, read Barton.—P. 371, l. 42, for Birdwood, read Burdwood.—P. 371, l. 43, for H. Gage, read W. H. Gage.—P. 372, l. 30, for Degeneree, read Regeneree.—P. 372, l. 39, for Burians, read Bevians.—P. 373, last line but 13, for Salvage, read Savage.—Page 373, last line but 5, *dele* 25, and the Hind, &c. as she sailed the 21st of April for Halifax, See p. 373, last line but 4.—P. 373, last line but 2, for Haye, read Hay.—P. 397, l. 2, for Cator, read Caton.—P. 397, l. 15, for Exeter, read Hector.—P. 458, l. 18, for Hill, read Newhouse.—P. 458, l. 51, for Oiseau, read L'Oiseau.—P. 459, l. 38, for Lapontenaire, read Lapenotiere.—P. 460, l. 2. for armed transport, read French corvette.—P. 461, l. 2, for Ruby, read Raby.—P. 462, line 6, for Paty, read Patey.—P. 462, last line but 2, for Saunders, read Sanders.—P. 463, l. 22, for Saunders, read Sanders.—P. 463, l. 34, for Horatio, read Horatia.—P. 463, last line but 1. for White, read Wright.—P. 464, line 25, for Weatherstone, read Watherston.

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